



Uttlesford District Council

Chief Executive: Dawn French

Planning Policy Working Group

- Date:** Tuesday, 5th November, 2019
Time: 5.00 pm
Venue: Council Chamber - Council Offices, London Road, Saffron Walden, CB11 4ER
- Chair:** Councillor J Lodge
Members: Councillors C Criscione, C Day, A Dean, J Evans, N Hargreaves, P Lees, J Loughlin, R Pavitt and A Storah

Public Speaking

At the start of the meeting there will be an opportunity of up to 15 minutes for members of the public to ask questions and make statements subject to having given notice by 2pm on the day before the meeting.

AGENDA PART 1

Open to Public and Press

- 1 Apologies for Absence and Declarations of Interest**
To receive apologies for absence and declarations of interest.
- 2 Minutes of the Previous Meeting** 5 - 8
To consider the minutes of the previous meeting.
- 3 Cambridge South East Transport** 9 - 16
To consider the report on Cambridge South East Transport.
- 4 Greater Cambridge Local Plan** 17 - 100

To consider the draft response to the Greater Cambridge Local Plan consultation.

5 MHCLG Design Guidance 101 - 174

To consider the publication of the MHCLG Design Guide.

6 Sports Facilities & Recreation Strategy Assessment 175 - 182

To consider the Sports Facilities and Recreation Strategy Assessment.

7 Community Infrastructure Levy 183 - 186

To consider the report on the Community Infrastructure Levy.

MEETINGS AND THE PUBLIC

Agendas, reports and minutes for this meeting can be viewed on the Council's website www.uttlesford.gov.uk. For background papers in relation to this meeting please contact committee@uttlesford.gov.uk or phone 01799 510369/433.

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Agenda and Minutes are available in alternative formats and/or languages. For more information please call 01799 510510.

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Website: www.uttlesford.gov.uk

**PLANNING POLICY WORKING GROUP held at COUNCIL CHAMBER -
COUNCIL OFFICES, LONDON ROAD, SAFFRON WALDEN, CB11 4ER, on
TUESDAY, 19 MARCH 2019 at 6.00 pm**

Present: Councillor H Rolfe (Chairman)
Councillors S Barker, A Dean, P Lees, J Lodge, J Loughlin and
E Oliver

Officers in attendance: A Bochel (Democratic Services Officer), G Glenday (Assistant
Director - Planning) and S Miles (Planning Policy Team Leader)

Public Speaker: Councillor J Redfern

PP35 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Councillor Barker declared a non-pecuniary personal interest as a Member of Essex County Council.

PP36 MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting were approved and signed by the Chairman as a correct record.

PP37 DRAFT STATEMENT OF COMMUNITY INVOLVEMENT

The Planning Policy Team Leader gave a summary of the report. The consultation on the amended Statement of Community Involvement had run for 6 weeks, and nine submissions had been received. Appendix 1 to the report recommended a number of changes to the Statement of Community Involvement to take into account the points that had been raised. Appendix 2 was an updated Statement of Community Involvement incorporating the proposed changes.

In response to a Member question, the Chairman said officers would respond to a respondent to the consultation to follow up why she believed Uttlesford District Council had not been truthful.

Councillor Barker suggested that members of the public could register to be put onto a distribution list to get notified when consultations begin so as to avoid suggestions that the Council was not involving the public.

In response to a Member question, the Chairman said it would be positive for every large community in Uttlesford to have neighbourhood plans.

Councillor Lees said it was important to look at how to encourage greater community involvement in the Statement of Community Involvement.

In response to a Member question, the Chairman said officers would change the line 'Every effort will be made to ensure that notification of neighbouring parish councils is undertaken by the officer concerned' to 'There is a firm commitment that henceforth adjoining parish councils will be informed.' This would ensure parish councils were aware if applications were proposed in neighbouring districts.

Councillor Barker said it would be useful for district councillors to receive a weekly planning list to aid awareness of cross border issues. Councillor Loughlin said a paper list would be invaluable for parish councillors without computers. In response to this, the Chairman said the Council was aiming to go digital and so it would not be appropriate to send out paper lists. Councillor Dean said it would be useful for ward members to receive notification of major applications in neighbouring wards.

APPROVED to recommend to Cabinet that the Statement of Community Involvement be adopted subject to the changes as set out in the Report of Representations.

PP38 **EVIDENCE BASE UPDATE**

The Planning Policy Team Leader gave a summary of the report. This provided an update on the additional work that had been submitted to the Local Plan Inspectors. This additional work comprised the Water Cycle Study, the updated Heritage Impact Assessment, a preliminary concept and feasibility study looking at the potential for rapid transport links between Stansted and Braintree, and a study looking at the opportunities to enhance sustainable transport systems in the north of Uttlesford. The Sports Facilities and Recreation Strategy was still to follow.

In response to points raised by Councillor Redfern, the Planning Policy Team Leader said the Heritage Impact Assessment had identified mitigation measures to prevent disturbance of the setting of archaeological assets at Great Chesterford. The visual impact of the dominant landform of North Uttlesford would also be mitigated by measures proposed in the assessment.

In response to a Member question, the Chairman said the bus route between Stansted Airport and Little Easton would not be accessible to other vehicles, and so would not be in any danger of being held up.

Councillor Barker said she received a lot of representations that raised the issue that after 6.30pm there were no buses available to go between Dunmow town centre and Stansted Airport. This was an issue that should be looked into.

The Chairman said it was important that a sustainable transport route be environmentally-friendly and encouraged people to use it. Councillor Dean noted that it would be important to recognize now how these schemes could be extended in the future so that these extensions could be planned for. Councillor Lodge said it was important to be ambitious with this scheme to ensure that the

rapid transport scheme was rapid. The Chairman said the Council would return to this issue.

In response to a Member question, the Chairman said there were ambitions in Cambridge to build a rapid transport system between Addenbrookes Hospital and Haverhill, to improve the A1307 and to connect the Arc from Oxford to the north of Cambridge. Uttlesford District Council and Cambridge City Council had had positive dialogue regarding connectivity with the Cambridge University and the Wellcome Trust.

In response to a question from Councillor Lodge, the Planning Policy Team Leader said the Water Cycle Study demonstrated that the need for water arising from the development identified in the Local Plan could be met. Using grey water would be looked at in the development plan documents.

In response to a Member question, the Planning Policy Team Leader said Thames Water had confirmed it was in communication with the developers for the Easton Park development. The Chairman said it was an important point to develop the technology around water.

Members noted that it was important not to plan just to the edge of the Uttlesford boundary, but to have a joined-up strategic vision.

In response to a member question, the Planning Policy Team Leader said option 8 in the Water Cycle Study was the preferred option. Councillor Dean asked that something be built into the development plan documents to take into account the infrastructure surrounding the water treatment works at Stansted Mountfitchet.

In response to a question from Councillor Dean, the Planning Policy Team Leader said officers could provide a note for the Scrutiny Committee as to the draft Sports Strategy's approach to running tracks.

In response to a question from the Chairman, the Planning Policy Team Leader confirmed that the Heritage Impact Assessment also identified mitigation measures to sensitive heritage assets at Little Easton. The Chairman said it would be nice to recognise heritage at North Uttlesford and Easton Park in a more meaningful way. One possibility could be to recreate some of the oak-lined avenue at Easton Park or the deer park at North Uttlesford. The Planning Policy Team Leader said officers were looking to agree a statement of common ground with Historic England and potential changes could be agreed.

Councillor Dean said he would declare a personal non-pecuniary interest as his wife was a trustee of the Board of the Gardens of Easton Lodge.

The Chairman said he would like an update by officers about connectivity between North Uttlesford and Cambridge.

In response to a question from Councillor Lees said the Planning Policy Team Leader said he would find out why option 6 of the water cycle study which suggested upgrading the technology was not the preferred option.

Councillor Redfern spoke on this item. A copy of this statement is appended to these minutes.

PP39 **ANY OTHER BUSINESS**

In response to a Member question, the Planning Policy Team Leader said questions asked by the Local Plan inspectors regarding the plan were similar to the questions that officers had been expected.

In response to a Member question, the Planning Policy Team Leader said another Planning Policy Working Group would be held to consider the finalised Sports Strategy.

The meeting ended at 7.15.

Committee: Planning Policy Working Group

Date:

Title: Cambridge South East Transport

Tuesday, 5
November 2019

Report Author: Luke Mills, Garden Communities Senior
Planning Officer
lmills@uttlesford.gov.uk

Summary

1. UDC officers have submitted a preliminary response to the Greater Cambridge Partnership's public consultation on transport proposals for the south-east of Cambridge. The response highlights the potential sustainable transport linkages with the proposed North Uttlesford Garden Community to ensure that a co-ordinated approach is taken. In making their submission, officers reserved the right to update the response following consideration by the Planning Policy Working Group.

Recommendations

2. That Planning Policy Working Group considers the preliminary response and advises officers of any desired amendments or additional comments.

Financial Implications

3. There are no financial implications associated with the consultation response.

Background Papers

4. The preliminary response submitted by UDC officers is appended to this report.

Impact

- 5.

Communication/Consultation	The consultation response provides a Council position in a public forum.
Community Safety	N/A
Equalities	N/A
Health and Safety	N/A
Human Rights/Legal Implications	N/A

Sustainability	The topic of the consultation is sustainable transport, and the Council's engagement is intended to maximise the potential for a co-ordinated sustainable transport network across administrative boundaries.
Ward-specific impacts	Littlebury, Chesterford & Wenden Lofts Ashdon
Workforce/Workplace	N/A

Situation

6. The Greater Cambridge Partnership (GCP) has carried out a public consultation on its Cambridge South East Transport (CSET) proposals, which include a segregated public transport route between the Cambridge Biomedical Campus and a new transport hub in one of three alternative locations near the A11/A1307/A505 junctions. New walking, cycling and horse riding links are also proposed.
7. The consultation ran until 4 November 2019, and UDC officers have submitted a preliminary response while reserving the right to update the Council's position following this PPWG meeting. Full details of the consultation can be found at <https://consultcamb.suk.engagementhq.com/CSET-consultation-2019> and a copy of the preliminary response is appended to this report.
8. UDC officers identified the need to engage in the consultation because the emerging CSET proposals could support sustainable transport linkages with the proposed North Uttlesford Garden Community (NUGC). The *Opportunities for Enhanced Sustainable Transit Systems in the North of Uttlesford Study* was submitted as part of the Local Plan Examination and identified the potential for NUGC to link with the CSET proposals. The Council is due to commission further technical studies to inform a business case.
9. The preliminary consultation response aimed at providing overall support for the CSET proposals, while expressing no preference for any of the alternative options. As the NUGC studies are at an early stage, it is not possible to confirm which of the options would be preferred. Nevertheless, it was considered important to highlight the work that we are doing to ensure that a co-ordinated approach is taken between all relevant stakeholders. Indeed, the GCP and various other organisations participate in UDC's Transit Systems Officer Working Group, which is currently involved in finalising the brief for the NUGC study.

Risk Analysis

10.

Risk	Likelihood	Impact	Mitigating actions
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<p>The Council misses an opportunity to engage in a consultation that is relevant to one of its potential future projects.</p>	<p>1 – A preliminary response has ensured that the opportunity has been taken. The PPWG has the opportunity to update the position.</p>	<p>1 – The GCP is already aware of the emerging NUGC proposals due to its involvement in the Transit Systems Officer Working Group. This public consultation is not the only mechanism to ensure co-operation.</p>	<p>The PPWG has the opportunity to ensure that the consultation response reflects its views.</p>
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1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.

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Appendix: CSET Consultation Response of Uttlesford District Council

Please note: The formatting of this document reflects the fact that the consultation response was submitted using an online questionnaire.

<p>General Questions</p> <p>1) Please select one of the following statements:</p> <p><input type="checkbox"/> I am responding as an individual</p> <p><input type="checkbox"/> I am responding on behalf of a group or business, or as an elected representative</p> <p>2) How often, if at all, would you use any part of the proposed public transport route?</p> <p><input type="checkbox"/> Daily</p> <p><input type="checkbox"/> Weekly</p> <p><input type="checkbox"/> Fortnightly</p> <p><input type="checkbox"/> Monthly</p> <p><input type="checkbox"/> Never</p> <p><input type="checkbox"/> Don't know</p> <p>Public transport proposals</p>  <p>3) How far do you support the more detailed proposals presented in consultation?</p> <p><input type="checkbox"/> Strongly support <input type="checkbox"/> Support <input type="checkbox"/> No opinion <input type="checkbox"/> Oppose <input type="checkbox"/> Strongly oppose</p> <p>4) What are your views on the proposed stop locations?</p> <p><input type="text"/></p>	<p>1. I am responding on behalf of a group or business, or as an elected representative (Uttlesford District Council)</p> <p>2. Don't know</p> <p>3. No opinion</p> <p>4. See answer to Q10</p>																																																
<p>Environment</p> <p>5) Please comment if you feel any of the proposals would positively or negatively impact on the environment.</p> <p><input type="text"/></p> <p>Travel hub</p> <p>Plans of the travel hub locations options are available:</p> <ul style="list-style-type: none"> • Travel Hub site A • Travel Hub site B • Travel Hub site C <p>6) How far do you support each site proposed in the leaflet?</p> <table border="1" data-bbox="236 1585 794 1731"> <thead> <tr> <th></th> <th>Strongly support</th> <th>Support</th> <th>No opinion</th> <th>Oppose</th> <th>Strongly oppose</th> </tr> </thead> <tbody> <tr> <td>Site A</td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> </tr> <tr> <td>Site B</td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> </tr> <tr> <td>Site C</td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> </tr> </tbody> </table> <p>7) How far do you support each public transport route accessing the proposed travel hub sites?</p> <table border="1" data-bbox="236 1821 794 2016"> <thead> <tr> <th></th> <th>Strongly Support</th> <th>Support</th> <th>No opinion</th> <th>Oppose</th> <th>Strongly Oppose</th> </tr> </thead> <tbody> <tr> <td>Purple route (site A)</td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> </tr> <tr> <td>Pink route (site B)</td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> </tr> <tr> <td>Brown route (site B)</td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> <td><input type="radio"/></td> </tr> </tbody> </table>		Strongly support	Support	No opinion	Oppose	Strongly oppose	Site A	<input type="radio"/>	Site B	<input type="radio"/>	Site C	<input type="radio"/>		Strongly Support	Support	No opinion	Oppose	Strongly Oppose	Purple route (site A)	<input type="radio"/>	Pink route (site B)	<input type="radio"/>	Brown route (site B)	<input type="radio"/>	<p>5. –</p> <p>6. Site A – No opinion Site B – No opinion Site C – No opinion</p> <p>7. Purple route – No opinion Pink route – No opinion Brown route – No opinion Black route – No opinion Blue route – No opinion</p>																								
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Black route (site C)	<input type="radio"/>				
Blue route (site C)	<input type="radio"/>				

8) Would you like to provide any further comments on the route and travel hub options?

Your thoughts

9) We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010 (www.legislation.gov.uk/ukpga/2010/15/section/4). Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

10) We welcome your views. If you have any comments on the project or particular options, please add them in the space available below.

8. Whichever option is selected, the potential for linkages with the proposed North Uttlesford Garden Community should be maximised.

While the Council does not have a preferred option for the route and travel hub, it supports the overall project due to its potential to improve sustainable transport connections between local communities and employment centres. This potential extends beyond the county boundary, and maximising the ability to attract people onto sustainable modes of transport further out from Cambridge is likely to have significant positive impacts on congestion and people's lives.

9. –

10. A study of mass transit and active travel options is due to be commissioned by Uttlesford District Council, aimed at exploring opportunities to integrate North Uttlesford Garden Community with nearby settlements, science parks (including Granta Park and Babraham Research Campus) and emerging transport projects such as CSET and CAM. The Greater Cambridge Partnership has been invited to engage with this study, and the Council would suggest that all opportunities to ensure co-ordination between the two projects should be taken.

The need for co-ordination could intensify depending on the contents of the Uttlesford Local Plan Inspectors' report, which is expected in the coming days.

This response has been submitted by UDC officers. The Council reserves the right to update its position following a meeting of its Planning Policy Working Group on 5 November 2019.

<p>You and your journey.</p> <p>The following information will help us better evaluate the consultation response.</p> <p>11) Please indicate your interest in the project. Please tick all that apply.</p> <p><input type="checkbox"/> Resident in Cambridge <input type="checkbox"/> Resident in South Cambridgeshire <input type="checkbox"/> Resident Elsewhere</p> <p><input type="checkbox"/> Local business owner/employer <input type="checkbox"/> I regularly travel in the area</p> <p><input type="checkbox"/> I occasionally travel in the area <input type="checkbox"/> Other</p> <p>12) If you usually travel in the area, please indicate how you do so. Please tick all that apply.</p> <p><input type="checkbox"/> Car driver <input type="checkbox"/> Car passenger <input type="checkbox"/> Van or lorry driver <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bus</p> <p><input type="checkbox"/> Cycle <input type="checkbox"/> On foot <input type="checkbox"/> Other <input type="checkbox"/> Not Applicable</p> <p>13) If you travel in the area of the proposed transport route for leisure or any other reasons, please indicate your usual destinations. Please tick all that apply.</p> <p><input type="checkbox"/> Cambridge city centre</p> <p><input type="checkbox"/> Cambridge Biomedical Campus (including Addenbrookes Hospital) <input type="checkbox"/> Sawston</p> <p><input type="checkbox"/> Great Shelford <input type="checkbox"/> Other</p> <p>14) If you commute in the area, please indicate your usual workplace.</p> <p><input type="checkbox"/> Cambridge Biomedical Campus (including Addenbrooke's Hospital) <input type="checkbox"/> Granta Park</p> <p><input type="checkbox"/> Babraham Research Campus <input type="checkbox"/> Cambridge city centre <input type="checkbox"/> Sawston</p> <p><input type="checkbox"/> Genome Campus <input type="checkbox"/> Great Shelford</p> <p>14 a) Postcode of destination (if known).</p> <p><input type="text" value="Please limit answer to 255 characters"/></p> <p style="text-align: right;"><small>Maximum characters 255</small></p> <p>15) Please indicate your age range.</p> <p><input type="checkbox"/> Under 15 <input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65-74</p> <p><input type="checkbox"/> 75 and above <input type="checkbox"/> Prefer not to say</p> <p>16) Are you primarily:</p> <p><input type="checkbox"/> In education <input type="checkbox"/> Employed <input type="checkbox"/> Self-employed <input type="checkbox"/> Unemployed</p> <p><input type="checkbox"/> A home-based worker <input type="checkbox"/> A stay-at-home parent, carer or similar <input type="checkbox"/> Retired</p> <p><input type="checkbox"/> Prefer not to say <input type="checkbox"/> Other</p>	<p>11. Other</p> <p>12. Not Applicable</p> <p>13. Other</p> <p>14. –</p> <p>15. Prefer not to say</p> <p>16. Other</p>
<p>17) Do you have a disability which influences the way you travel?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Prefer not to say</p> <p>18) How did you hear about this consultation? Please tick all that apply.</p> <p><input type="checkbox"/> Leaflet <input type="checkbox"/> Flyer <input type="checkbox"/> Advert on bus <input type="checkbox"/> At Park & Ride <input type="checkbox"/> Cambridge Matters</p> <p><input type="checkbox"/> South Cambs Magazine <input type="checkbox"/> Newspaper advert <input type="checkbox"/> Newspaper article <input type="checkbox"/> Website</p> <p><input type="checkbox"/> Local community news <input type="checkbox"/> Email <input type="checkbox"/> Social media <input type="checkbox"/> Word of mouth <input type="checkbox"/> Library</p> <p><input type="checkbox"/> Other</p>	<p>17. Prefer not to say</p> <p>18. Other</p>

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Committee: Planning Policy Working Group

Date:

Title: Greater Cambridge Local Plan – Issues & Options Consultation

5 November 2019

Report Author: Stephen Miles, Planning Policy Team Leader, 346

Summary

1. Cambridge City Council and South Cambridgeshire District Council will be consulting on the first stage of production for their joint Local Plan. This report looks at the consultation document and provides a draft response from Uttlesford District Council.

Recommendations

2. That Planning Policy Working Group considers the draft consultation response and recommends any changes to the response.

Financial Implications

3. None.

Background Papers

4. None.

Impact

- 5.

Communication/Consultation	Cambridge City Council and South Cambridgeshire District Council are consulting on their draft joint Local Plan
Community Safety	N/a
Equalities	N/a
Health and Safety	N/a
Human Rights/Legal Implications	The Greater Cambridge Local Plan is required to be supported by an appropriate evidence base; this will be tested at examination.
Sustainability	The Greater Cambridge Local Plan will develop a raft of evidence base covering a number of topics that are important to

	sustainability. The Issues & Options Report has been subject to Sustainability Appraisal.
Ward-specific impacts	All
Workforce/Workplace	N/a

Situation

6. Cambridge City Council and South Cambridgeshire District Council adopted new Local Plans last year after a long examination. These Local Plans planned to meet development requirements for their districts from 2011 to 2031, including 33,500 new homes and 44,000 new jobs across the two districts. The new Local Plan being prepared is at an early stage, and will be a joint Local Plan covering both districts covering the period 2017-2040.
7. The Greater Cambridge Local Plan (GCLP) is anticipated to be submitted to the Secretary of State in summer 2022 and adopted in summer 2023. This first stage of consultation is intended to explore important issues that will influence how the plan is developed. Future consultation stages will include a preferred strategy, site allocations, and development management policies.
8. A [committee report](#) to the Joint Local Planning Advisory Group was published on 23 September 2019, appended to which were a number of documents, including the draft GCLP Issues & Options consultation draft text. The formal Issues and Options consultation is due to start 25 November 2019. If the final published GCLP Issues & Options report changes significantly, then amendments to the comments will be made by the Director of Public Services after consultation with the Lead for Planning and the Local Plan (the Leader).
9. The draft Issues & Options report is a high level document that reflects the early stage that the plan making in the Greater Cambridge areas is at. As such it does not include any proposed site allocations at this stage, but instead seeks to identify the key issues the area will face in the next twenty years, and the options for dealing with these issues.
10. The GCLP is proposed to plan for development from 2017-2040, across four cross cutting 'big themes' (responding to climate change; increasing biodiversity & green spaces; promoting wellbeing and equality; and delivering quality places). The plan will reduce the impact of development on the climate as far as possible as well as ensure development can adapt to changes in the climate. The Councils are committed to doubling the area of rich wildlife habitats and natural green spaces within the County.
11. The plan will support the continued economic success of the area and the Councils have also committed to doubling the economic output of the county over 25 years. The plan anticipates that planning for the housing growth to match this job growth would require going for a target higher than that calculated by the government's standard methodology for determining housing requirements. Initial calculations indicate the appropriate requirement could

be 66,700, not 40,917 as the standard methodology indicates. Alongside the housing and job growth, the plan will also propose significant infrastructure improvements.

12. Five potential broad locations are identified for where development could be focussed: densification of Cambridge; edge of Cambridge; dispersal: new settlements; dispersal: villages; and along transport corridors. The advantages and challenges of each broad option are identified in the GCLP.
13. A map of new infrastructure proposals, including new sustainable transport infrastructure is in the GCLP. This includes the Cambridge South East Transport proposal and East – West Rail.
14. The plan also will seek to encourage new development to encourage a shift towards decreasing car use and increased use of sustainable transport. This is said to involve:
 - a. Considering opportunities provided by existing or planned transport improvements (such as public transport stops) when determining where future growth should take place.
 - b. Assessing how potential development sites could provide new opportunities for transport infrastructure improvements.
 - c. 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.
 - d. How we can make the delivery of packages and goods more sustainable, such as by supporting the development of local delivery hubs.
 - e. 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.
15. Appended to this report are proposed draft responses to the GCLP. This is structured to focus on high level responses and issues where there are cross boundary implications. The full list of consultation questions includes 33 questions seeking views on a wide variety of topics. These should be read in conjunction with the draft GCLP, also appended to this report.

Risk Analysis

16.

Risk	Likelihood	Impact	Mitigating actions
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UDC is not able to engage properly in the consultation on the GCLP	1 – Low risk	2 – If UDC does not engage properly then the UDC will not have a voice in the development of the GCLP	This report is proposing a response to the GCLP. UDC will continue to engage when specific proposals are consulted upon
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1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.

Appendix 1 – Schedule of draft responses to the Greater Cambridge Local Plan

Question	Draft response
<p>1. Do you agree with the strategic cross boundary issues we have identified as being particularly important?</p>	<p>Uttlesford District Council (UDC) supports the cross boundary issues identified as being particularly important. Furthermore, UDC welcomes the reference to North Uttlesford Garden Community (NUGC) in the draft Uttlesford Local Plan. Although it is considered that this reference could be worded more positively. Local Plans are not just about managing the impacts of planned growth, but also planning positively to meet the environmental, social and economic needs of the area.</p> <p>UDC would like to enhance the partnership working between UDC and the GC councils, and welcomes discussions on the emerging Local Plan and how proposals in the south of the plan area would interact with communities in Uttlesford.</p>
<p>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?</p>	<p>No comment.</p>
<p>3. Do you have any views on specific policies in the two adopted plans? If so, what are they?</p>	<p>No comment.</p>
<p>4. How do you think we should involve our communities and stakeholders in developing the Plan?</p>	<p>UDC considers that SCDC and CCC and their communities are best placed to determine the appropriate way to involve their communities and stakeholders. UDC would ask that when considering where and when events are held, consideration is given to appropriate communities outside the district and how they might access these events.</p>

5. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan	No comment.
6. Please submit any sites for wildlife habitats and green space you wish to suggest for consideration through the Local Plan	No comment.
7. Do you agree with the potential big themes for the Local Plan?	UDC has declared a Climate and Ecological Emergency and considers that we must act now to prevent a climate and ecological catastrophe. UDC support the four big themes identified in the GCLP, in particular the themes 'Responding to climate change' and 'Increasing Biodiversity & Green Spaces'. How the GCLP responds to these themes will be a key measure of its ambition.
8. How important do you think climate change is, as a priority for the next Local Plan?	UDC considers that this should be a top priority for all Local Plans in preparation in order to contribute to responding to the Climate and Ecological Emergency.
9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?	<p>The report to the Committee on Climate Change 'Behaviour change, public engagement and Net Zero' identifies that surface transport currently accounts for 27% of UK greenhouse gas (GHG) emissions, over half of which is from cars. While heating hot water of UK homes make up 25% of total UK energy use and 15% of our GHG emissions.</p> <p>The GCLP has to plan for the development requirements of the Greater Cambridge area, and should do so in a way that minimises the impacts on climate change. UDC support the actions identified, and in particular the actions detailed below will be important:</p> <ul style="list-style-type: none"> - Through the location of development: by planning for development so as to maximise options for transport by means other than the car. This will mean that new residents are not locked into car dependant lifestyles.

	<ul style="list-style-type: none"> - Through the planning of new transport infrastructure: the infrastructure that is planned to support new and existing development should focus in the first instance on support trips by means other than the car. Increasing the capacity of the highway network for trips by the car should be the last option considered when supporting new development. - Through sustainable design and construction, while the government has indicated that its preferred route for managing energy efficiency in new buildings is through Building Control, there is still a role for planning to support ambitious schemes.
10. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!	No comment.
11. How important do you think biodiversity and green spaces are, as a priority for the next Local Plan?	UDC considers that this should be a top priority for all Local Plans in preparation in order to contribute to responding to the Climate and Ecological Emergency.
12. What do you think the Local Plan should do to improve and protect our biodiversity and green spaces?	UDC supports the actions identified to support biodiversity through building design and landscape, to create resilient new habitats and to achieve net biodiversity gain in practice. Furthermore, UDC supports the goal of increasing tree cover in the area to absorb CO ₂ and decrease the heat island effect.
13. How important do you think promoting wellbeing and equality is, as a priority for the next Local Plan?	Wellbeing and equality should be high priorities for the next GCLP.
14. How can the next Local Plan help support the creation of inclusive communities?	UDC supports the themes and actions identified in the draft GCLP (Involving communities in planning for their future; Creating safe and inclusive communities; Supporting healthy lifestyles; Promoting equality; and Improving places).

15. How can the Local Plan create places that are healthy, and support the wellbeing of our communities?	Designing new development to support active lifestyles will support health and wellbeing in communities. This involves supporting trips by walking and cycling so individuals can build activity into their everyday lives, through infrastructure and the location of jobs, services and facilities.
16. How important do you think protecting heritage and demanding high quality design is, as a priority for the next Local Plan?	Protecting heritage and demanding high quality design are important considerations in national and local planning policy and should be a high priority for the next GCLP.
17. How important is protecting our built and natural heritage to you?	Natural heritage is an important consideration in national and local planning policy and should be a high priority for the next GCLP.
18. How important is the quality of design of new developments to you?	The quality of design of new development is an important consideration in national and local planning policy and should be a high priority for the next GCLP.
19. How important do you think continuing economic growth is, as a priority for the next Local Plan?	Continuing economic growth is an important consideration in national and local planning policy and should be a high priority for the next GCLP.
20. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs?	No comment.
21. In providing for a range of employment space, are there particular types and locations we should be focusing on?	New employment space should be accessible to as many residents as possible by methods of travel other than the car.

22. How flexible should we be about the types of uses we allow in our city, town and district centres?	No comment.
23. What approach should the next plan take to supporting or managing tourist accommodation in Cambridge and rural area?	No comment.
24. How important to you is creating new homes, as a priority for the Local Plan?	Creating new homes is an important consideration in national and local planning policy and should be a high priority for the next GCLP.
25. Do you agree that we should deliver a higher housing number than the minimum required by government, to support the growing economy?	As the GCLP supports Greater Cambridge's forecast for continued economic growth and achieving the goal of doubling the total economic output of the Cambridgeshire and Peterborough area, the GCLP should also plan for the appropriate homes to support that growth. Failing to do so will result in people commuting greater distances to access these jobs, increasing congestion, and impacts on the climate, while impacting on people's health and wellbeing. UDC strongly agrees with planning for the appropriate number of homes to support planned economic growth.
26. Do you agree that we have identified the relevant issues relating to meeting the housing needs of all parts of the community?	No comment.
27. How flexible should the Local Plan be, towards development of both jobs and homes on the edge of villages?	No comment.
28. Do you think the Local Plan should be more flexible about the size of developments allowed	No comment.

within village boundaries (frameworks), allowing more homes on sites that become available?	
29. How important to you is infrastructure provision, for example transport services, schools and health, as a priority for the Local Plan?	Infrastructure provision is an important consideration in national and local planning policy and should be a high priority for the next GCLP.
30. How important do you think potential for public transport, walking and cycling access should be when locating and designing new development?	Potential for public transport, walking and cycling access has a very significant impact on the climate, and therefore should be a top priority.
31. What do you think the priorities are for new infrastructure?	UDC considers that the priorities for new transport infrastructure should focus on movements by sustainable modes. UDC has declared a Climate and Ecological Emergency and considers that we must act now to prevent a climate and ecological catastrophe. Impacts from transport, in particular single occupancy car users, has a significant effect on the climate. UDC considers that the location of development should be such that it maximises options for travel by means other than the car. Furthermore, the infrastructure that is planned to support new and existing development should focus in the first instance on support trips by means other than the car. Increasing the capacity of the highway network for trips by the car should be the last stage option considered when supporting new development.
32. Where should we focus future growth? Rank the options below 1-5 (1 – Most Preferred 5 – Least Preferred)	As discussed in the response to questions 9 and 31, the location of development has the ability to significantly impact on climate change. Consequently, development should be located such that it maximises options for travel by means other than the car. With that in mind UDC considers that the options for future growth should be ranked as follows: <ol style="list-style-type: none"> 1. Densification 2. Edge of Cambridge 3. Transport Corridors / Dispersal: New Settlements

	<p>5. Dispersal: Villages</p> <p>Densification (of Cambridge) should be top of the hierarchy as the options for accessing jobs, services and facilities by means other than the car are highest in Cambridge.</p> <p>Edge of Cambridge should be the next step on the hierarchy as the edge of the city has the next best options for accessing jobs, services and facilities by means other than the car.</p> <p>Transport Corridors and New Settlements are ranked joint third, as the potential for accessing jobs, services and facilities by means other than the car will depend on the circumstances of the corridor or new settlement location.</p> <p>Villages are ranked at the bottom of the hierarchy as existing villages are likely to be have the least potential for accessing jobs, services and facilities by means other than the car.</p> <p>However, when using the chosen development hierarchy the Councils should retain an element of flexibility when determining the development strategy, so as to be able to respond to particular needs, opportunities and constraints.</p>
<p>33. 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?</p>	<p>Yes. UDC has declared a Climate and Ecological Emergency and considers that we must act now to prevent a climate and ecological catastrophe. The location of development should be such that it maximises options for travel by means other than the car.</p>

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Greater Cambridge Local Plan The first conversation

(Regulation 18: Issues and Options 2019)

Unformatted Draft Text
Local Planning Advisory Group
1 October 2019

Foreword

This Issues and Options consultation is the first stage towards preparing a new joint Local Plan for Cambridge and South Cambridgeshire, together to be referred to as the Greater Cambridge Local Plan. This is your first opportunity to comment on this plan making process, which will be undertaken over a period of around 4 years.

The next local plan will be crucial to the future of our area. It has been described as the most important document most people have never read. It has an important role in establishing policies that will influence 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. There is also an opportunity here 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 the next Local Plan. This consultation sets out what we think are the issues that the plan needs to consider and some of the big questions we need the plan to answer. We now seek your views on whether these are the full range of issues and potential options to help us solve them. We therefore 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 Page

Foreword	2
Contents Page	3
List of Figures	4
Glossary.....	4
Executive Summary	5
1. About	7
2. Getting Involved.....	17
3. The Big Themes	21
3.1 Responding to Climate Change	23
3.2 Increasing Biodiversity and Green Spaces	27
3.3. Promoting Wellbeing and Equality	31
3.4 Delivering Quality Places	36
3.5 Jobs	39
3.6 Homes.....	45
3.7 Infrastructure.....	53
4. Where should we Plan for Growth?.....	58
Appendix 1 Full list of consultation questions.....	67
Appendix 2 List of supporting Evidence Documents and Plan Making Documents..	69
Appendix 3 Glossary	70

List of Figures

Figure 1 Illustrative map of Greater Cambridge	7
Figure 2 Local Plan Timetable in the Local Development Scheme	9
Figure 3 Map of the Greater Cambridge Area	10
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 areas surrounding Greater Cambridge including the Combined Authority area	14
Figure 8 The potential big themes for the Local Plan	22
Figure 9 Infographic – Climate Change Issues	23
Figure 10 Illustration of Designing to Respond to Climate Change	25
Figure 11 Infographic – Biodiversity & Greenspace	27
Figure 12 Infographic – Promoting Wellbeing and Equality	31
Figure 13 Infographic – Delivering Quality Places	36
Figure 14 Infographic – Jobs	39
Figure 15 Infographic – Homes	45
Figure 16 Housing Needs - a Summary	48
Figure 17 Infographic – Infrastructure	53
Figure 18 Map of Planned Major Transport Projects in Greater Cambridge (source: Draft Local Transport Plan 2019)	55
Figure 19 Existing planned growth in the adopted Local Plans	58
Figure 20 Impact of Previous and Current Development Strategies	59
Figure 21 Map of the Cambridge Green Belt.....	65

Glossary

A glossary explaining terms used in this material is included at the end of this document.

Executive 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 actual plan. It is intended to begin the conversation about the kind of place we want Greater Cambridge to be in the future. There are big issues to be debated, and we will have to prioritise carefully. There are existing projects that will continue to be built out, and requirements from national planning policy and regulations, which we must meet. Alongside this, we know our communities have diverse views about how our area develops, and we want to make sure that we create a Plan that balances these fairly.

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.

After that, we have set out the big themes and spatial options that we must consider with your help. We have tried to reflect the issues that have emerged through our early workshops with a range of groups, but this is just a starting point and we want to hear if we have got this right. We have grouped the key issues under the following big themes:

- Responding to Climate Change
- Increasing Biodiversity and Green Spaces
- Promoting Wellbeing and Equality
- Delivering Quality Places
- Jobs
- Homes
- Infrastructure

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.

A key issue affecting our response to all these themes will be the number of jobs and homes to plan for. We need to plan for at least the minimum number of homes set by Government, which is 40,917 homes over a plan period 2017-40. As a rough estimate, if recent fast jobs growth was to continue, we might need to plan for up to around 66,700 homes 2017-40. We already have a supply of homes for that period of 36,400 which will contribute to meeting whatever homes figure is eventually

determined. We are exploring potential jobs and housing growth in detail to support future stages of the plan. We want your views on whether to deliver a higher housing number than the minimum required by government, to support the growing economy.

After the themes, we have set out some of the spatial approaches that might be possible. These include:

- City densification
- Edge of Cambridge
- New settlements
- Village growth
- Transport corridors

Alongside this we want to hear your views on Green Belt issues. While the Plan is likely to 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. You will also be able to compare your preferred approach, with the balance of development in the adopted and previous Local Plans.

We are committed to an honest and 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 fair 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.

We look forward to continuing this debate as the Local Plan develops over the next four years, and creating a Plan that guides us into the future with confidence.

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, across both areas.

The material presented here is the first stage towards preparing the next Local Plan, but it 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.

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. Local Plans are used to guide decisions on future planning applications in the area, alongside national planning policy and other supplementary guidance.

In legal terms, this material 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. It will be a key influence over how the area evolves and responds to the challenges and opportunities the area faces.

In the past Cambridge City Council (CCC) and South Cambridgeshire District Council (SCDC) 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, review the 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.

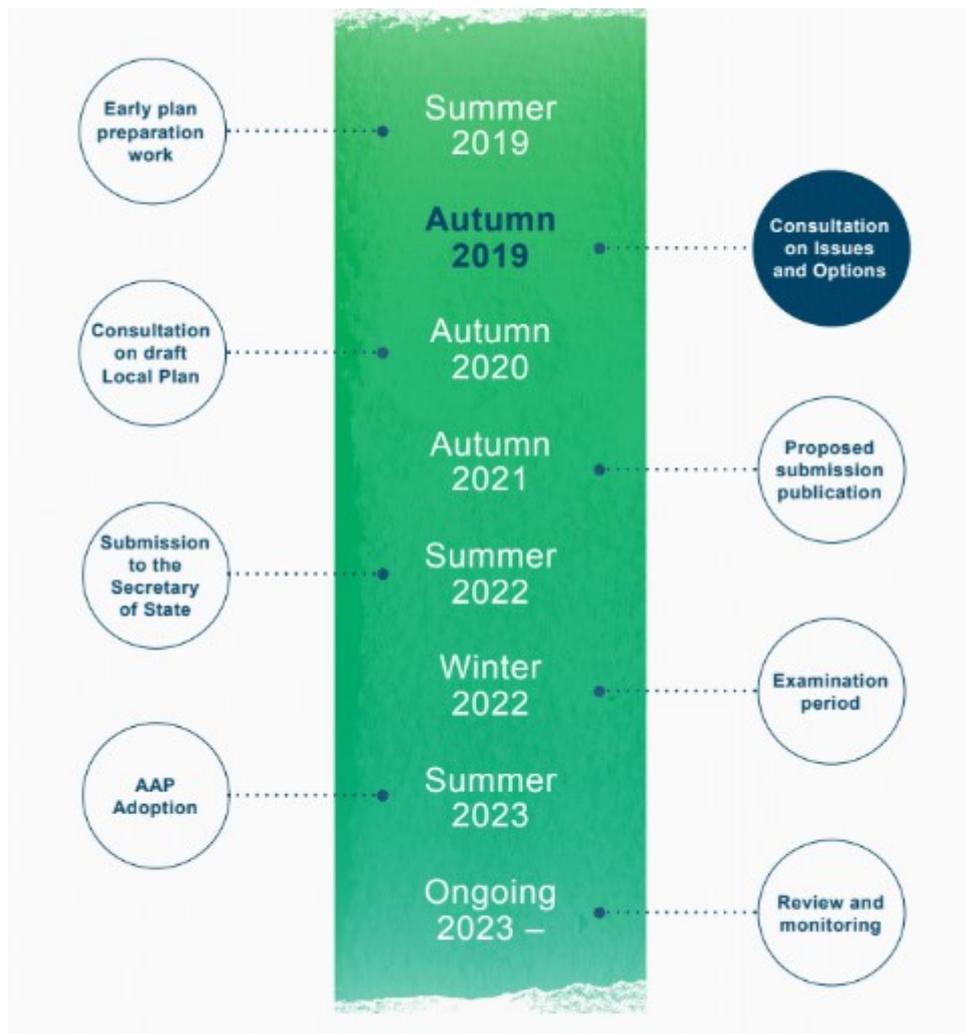
In February 2019 the Government published a revised National Planning Policy Framework (NPPF) which places new requirements on local plan making. This means that our Local Plan review also needs to ensure the next Local Plan will comply with the revised NPPF.

On adoption the Greater Cambridge Local Plan will replace the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018. The adopted 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. 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 Evidence Base

We are preparing and commissioning detailed but proportionate evidence to inform the plan, as is 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

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 preferred approach to the themes and spatial options, and draft the 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.

A draft Plan will be published for further public consultation, which is currently scheduled for Autumn 2020.

1.4 The Greater Cambridge Councils

Figure 3 Map of the Greater Cambridge Area

The two Councils (Cambridge City Council and South Cambridgeshire District Council) 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 joint working on our development strategy. The area includes the City of Cambridge and over 100 nearby villages, as well as a number of 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 of 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, and has fostered the 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 sub-regional centre for a wide range of services.

Provision of homes to meet the needs of all the community and support the continued success of the economy has been a particular challenge for the area for some years. Access to a mix of sizes and types of homes, including a high proportion of affordable housing, is a key issue. Both Councils have sought through their adopted Local Plans 2018 to guide and facilitate growth in a positive way, supported by necessary infrastructure, so that Greater Cambridge grows in a sensitive and sustainable manner.

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](#)

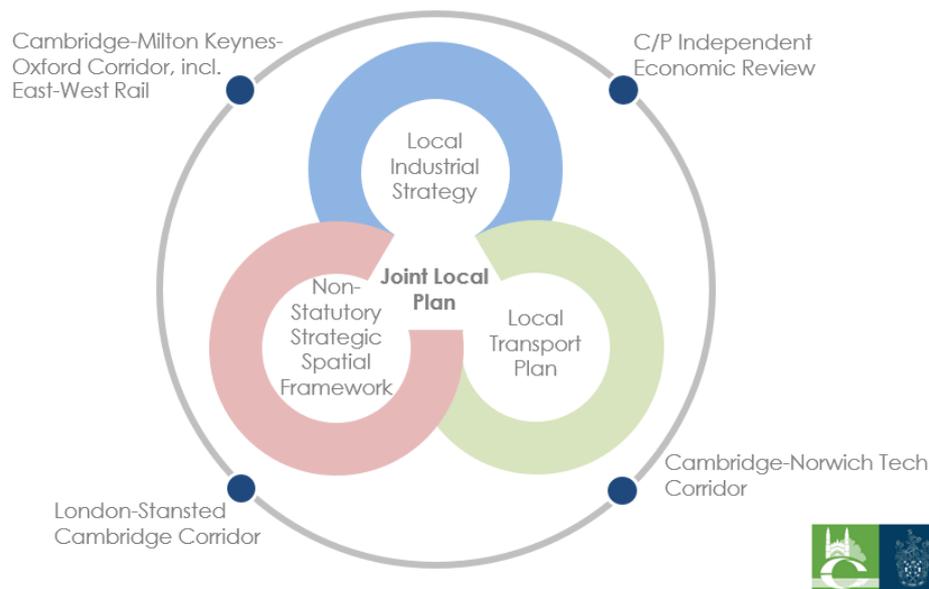
Putting the heart into Cambridgeshire by:

- 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



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 Combined Authority and its strategies – the Local Transport Plan, the Non-Statutory Spatial Framework and the Cambridge and Peterborough Independent Economic Review
- Greater Cambridge Partnership
- Cambridgeshire County Council strategies
- 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

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. The Government designated the Oxford-Cambridge Arc a key economic priority, with an ambition for up to one million high-quality new homes by 2050, committed to completing East West Rail and an Expressway, and committed to achieving 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 cluster of innovative businesses.

1.5.2 Working with the Combined Authority

Figure 6 Map illustrating Combined Authority Area

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.

The Combined Authority is led by an elected Mayor; the Leaders of Cambridge City Council and South Cambridgeshire District Council 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 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 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 will be non-statutory, whereas the Local Plan is a statutory 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 and the University of Cambridge. 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 Local Plans, and improving the transport network for Greater Cambridge to make it easy to get into, out of, and around Cambridge by public transport, by bike and on foot.

1.5.4 Working with Cambridgeshire County Council

We also need to work closely with [Cambridgeshire County Council](#) on issues relating to its roles. For example, they are responsible for managing the local highway network, they are 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 7 Map of areas surrounding Greater Cambridge including the Combined Authority area

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 the main strategic cross-boundary issues 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, waste water 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 agree with the strategic-cross boundary issues we have identified as being particularly important?

- 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 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 Local Plan, because we must be able to monitor our progress in meeting the targets we set. We hope to adopt the new 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 a plan end date of 2040 would be sensible. 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 would provide opportunities to plan strategically for how the area will develop in the long term. A balance needs to be achieved between planning far enough ahead to make informed decisions about growth and reliability of long term future predictions. Planning over a longer plan period would also mean that we would need to plan for even greater numbers of new homes, employment and infrastructure, although 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?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please add any comments and ideas

1.7 Learning from the adopted Local Plans

The two adopted Local Plans contain a large number 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 provides 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

3. Do you have any views on specific policies in the two adopted plans? If so, what are they?

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 honest 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 this material easily available online and in print, but also taking the conversation to you in a number of different ways:

- Taking a pop-up stand to places around the area such as shopping centres, schools, community centres and other places where it is easy for people to spend a few minutes finding out more and sharing their views.
- Holding workshops with different groups in the area
- Using social media and video to encourage young people in particular, to get involved.
- Spreading the word via local TV, radio and newspapers
- Working with leaders from our diverse communities to encourage greater participation.

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

4. 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 generally 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 will 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 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.

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.

During this extended ten-week consultation to allow for the holiday period, a series of events are planned. The times and locations of the drop-in 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: planning.policy@cambridge.gov.uk or planning.policy@scambs.gov.uk
- 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 already provided to the Councils as part of the Call for Sites 2019.

Question

- 5. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan**

2.3.3 Tell us about wildlife habitats and green space opportunities

We will also be commissioning evidence identifying opportunities for large scale new green space in Greater Cambridge. To support this work you can submit sites for open space, wildlife habitats or other green infrastructure 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

- 6. Please submit any sites for wildlife habitats and green space you wish to suggest for consideration through the Local Plan**

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**. This means meeting the needs of the present population without compromising the ability of future generations to meet their own needs.

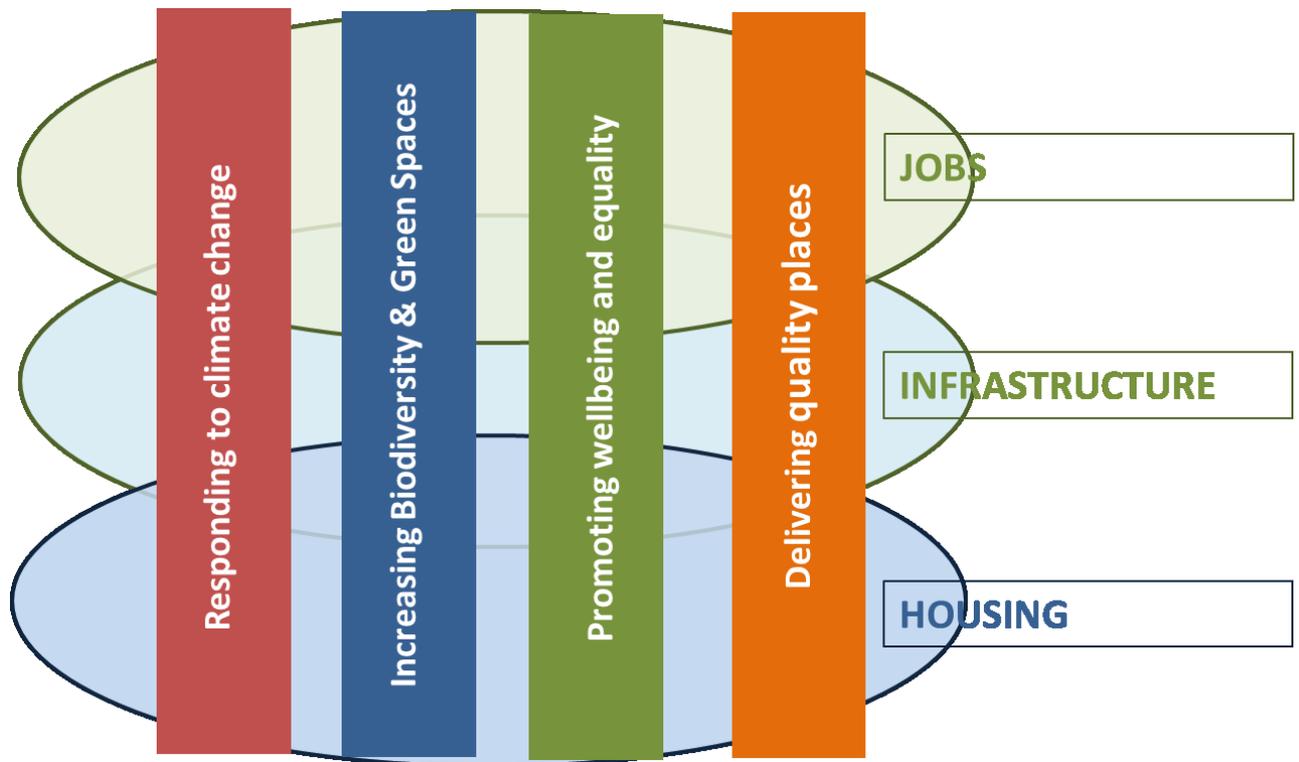
Sustainable development has social, economic and environmental dimensions. It is about delivering the right homes, jobs and other facilities to meet our needs, in appropriate locations, as well as protecting and enhancing the environment.

Both Cambridge City and South Cambridgeshire District Council's corporate plans set out a vision for the future. Our Local Plan needs to build on the vision for the future in those plans and will need to make difficult choices about future policies and spatial choices involved. Achieving this is complex and will need us to balance a range of competing priorities and issues. The aim of this consultation with our communities is to understand what you think about these issues, and how they should be balanced.

From the analysis of the big issues facing this area and feedback we have received from Councillors and communities in the run up to preparing this document, we have tried to present these complex choices through discussions around "big themes." These suggested themes cross the social, economic and environmental dimensions of sustainability.

The themes are our initial suggestions – but we want to hear your views on whether these are the right themes for the next plan, and what you think they should encompass.

Figure 8 The potential big themes for the Local Plan



Question

7. Do you agree with the potential big themes for the Local Plan?

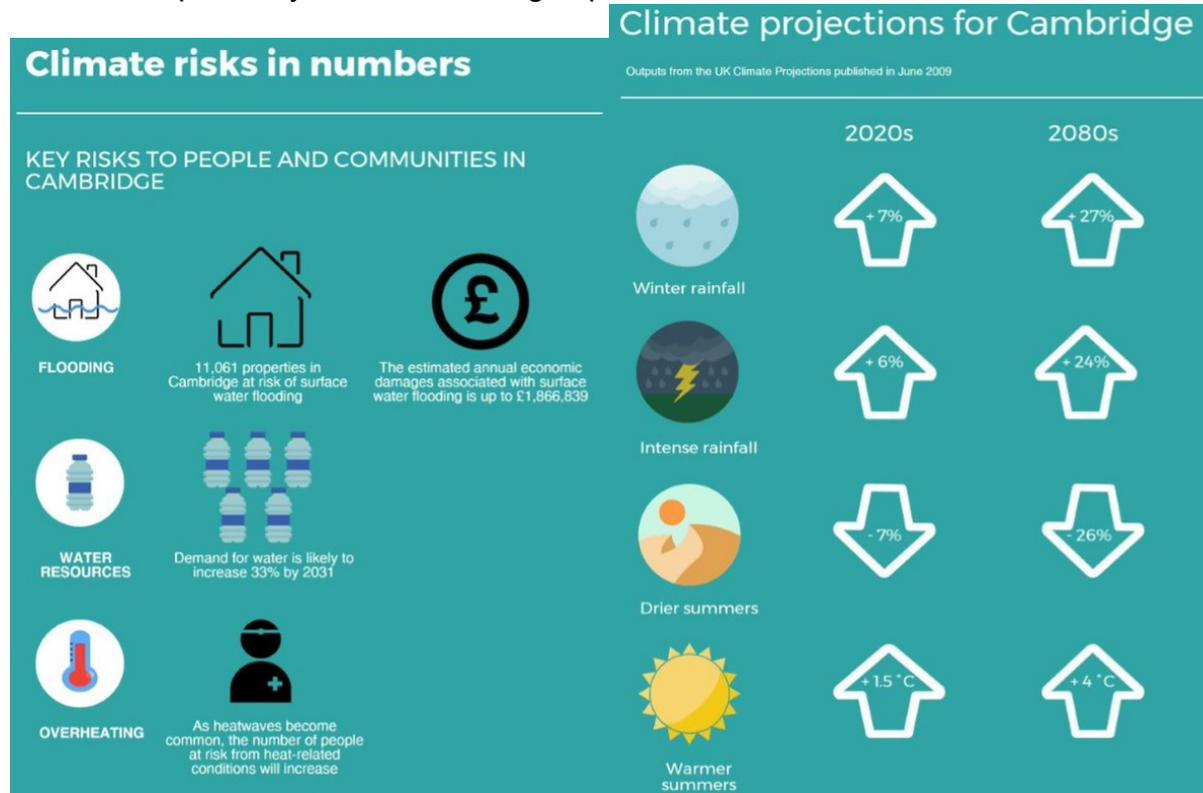
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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?

3.1 Responding to Climate Change

Figure 9 Infographic – Climate Change Issues

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. The County Council, City Council and South Cambridgeshire District Council have committed to achieve net zero carbon by 2050. The Local Plan will play a key part in helping this part of Cambridgeshire to realise that challenging objective.

This will mean doing things very differently and may impact on how we can achieve other priorities that are important to the area. It will influence where we plan for development, and how it is designed. 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 important do you think climate change is, as a priority for the next Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

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.

Net zero carbon means that, on balance, the UK will not create more CO₂ than it stores up or offsets. This means that any carbon emissions we create through burning fossil fuels, must be balanced out by using renewable energy and schemes to absorb it back out of the atmosphere – such as planting trees or using technology such as carbon capture and storage.

3.1.2 What are we already doing?

Our adopted Local Plans include policies which seek to respond to climate change. Large scale developments currently planned are required 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 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.

Both Cambridge City Council and South Cambridgeshire District Council have pledged to support net zero¹. This will require action across all the ways we live, but

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/>

the planning system and the development of the next Greater Cambridge Local Plan will be an important part of addressing this.

We have commissioned new research that will inform the Local Plan, which will include understanding the level of carbon emissions within the Greater Cambridge area today, known as carbon footprinting. This is currently being carried out in collaboration with Cambridge University'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 2019². Further work will also be commissioned to test options for higher standards of carbon reduction to help us understand potential to achieve net zero carbon new development.

3.1.3 What are the key issues?

Figure 10 Illustration of Designing to Respond to Climate Change

We want to know what you think we should focus on, and how we should use the next Local Plan to meet the key challenges of reducing our climate impacts, and preparing us for the changing climate in the future.

Mitigating our climate impacts

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
- Thinking about the materials used in the construction process.
- Considering how carbon offsetting can be supported through tree planting and other measures

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 <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. 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

Question

10. 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 Increasing Biodiversity and Green Spaces

Figure 11 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 Local Plan)
- 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)
- Percentage of Green Belt coverage in Greater Cambridge 25.67%

Biodiversity is the term used to describe 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 areas, and other environmental features across the area. Green infrastructure includes parks and recreation spaces to more wild spaces like woodland, scrubland and grassland areas, as well as 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, 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. In recent decades due to the changes in the way we use land, biodiversity in the area has been decreasing. 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, again 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, as and part of the response to climate change.

Question

11. How important do you think biodiversity and green spaces are, as a priority for the next Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

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 pre-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 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 emergencies³. As members of the Natural Cambridgeshire Local Nature

³ Cambridge: <https://www.cambridge.gov.uk/biodiversity-emergency> South Cambridgeshire: <https://scambs.moderngov.co.uk/mgAi.aspx?ID=78136>

Partnership⁴, the Councils support the Partnership's vision to double the area of rich wildlife habitats and natural greenspace within Cambridgeshire and Peterborough⁵.

The Partnership has prepared a Developing with Nature Toolkit⁶ 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 natural environment.

To support the next Local Plan we are commissioning an evidence base study to inform how our Local Plan can support delivery of an enhanced and expanded Green Infrastructure network. This will include consideration of 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 infrastructure network

Greater Cambridge has an extensive network of green spaces that make an important contribution to its character, biodiversity and health and wellbeing of residents. However, in some places it is of poor quality, and not well linked up to form a functional network. We need to consider how attractive, accessible and well-designed open space is created and protected. Key issues include:

- How we can enhance and grow the network of green spaces
- How our green infrastructure can support wellbeing through places to relax and socialise, and healthy lifestyles through places for play and sport.
- How to balance 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 infrastructure multi-functional – absorbing and storing stormwater, improving biodiversity, and absorbing carbon emissions.
- How rural green infrastructure is balanced with other demands on the countryside, such as agriculture
- How new development can directly unlock or contribute to the enhancement of green infrastructure.

⁴ <https://naturalcambridgeshire.org.uk/>

⁵ <https://naturalcambridgeshire.org.uk/wp-content/uploads/2019/07/Doubling-Nature-LR.pdf>

⁶ <https://naturalcambridgeshire.org.uk/wp-content/uploads/2018/10/nc-developing-with-nature-toolkit.pdf>

We would like your views on sites that could be suitable for new green infrastructure. If you have ideas, please respond to question 6.

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.

Tree cover

Tree cover improves the character of urban areas 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

12. What do you think the Local Plan should do to improve and protect our biodiversity and green spaces?

Please add any comments and ideas

3.3. Promoting Wellbeing and Equality

Figure 12 Infographic – Promoting Wellbeing and Equality

Types of figures to include in infographic:

- 16-19 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
- 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
- Population of Greater Cambridge is expected to increase by around 26% between 2011 and 2031
- Aging population - proportion of those aged over 65 significantly increasing, especially within South Cambridgeshire.
- People aged 24 and under, including students, make up around 37% of the City's population
- 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)
- 9.5% of households experience fuel poverty in Greater Cambridge
- Two Air Quality Management Areas (A14 and Cambridge City Centre)

Greater Cambridge overall is a prosperous area, but it includes communities which do not experience the benefits of the wealth relative to the wider area, for a variety of reasons. Cambridge includes areas that are among the most deprived in the UK⁷, 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.

The Local Plan can be a powerful tool to improve wellbeing and equality. It can help direct where, and what kind, of jobs are created, the availability of suitable and affordable housing, access to cultural facilities, green spaces, learning opportunities and employment, as well as individuals' health and lifestyle. Therefore promoting

⁷ As defined by the Index of Multiple Deprivation, a measure of income, employment, education, health, crime, housing, and environment.

wellbeing and equality will be affected by our response to all the other themes in this consultation.

Question

13. How important do you think promoting wellbeing and equality is, as a priority for the next Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

Please add any comments and ideas

3.3.1 What do we have to do?

Responding to national policy for climate change, green spaces, quality places, housing, jobs and infrastructure set out in the other themes will promote wellbeing and equality.

For health and wellbeing specifically, 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 fear of crime does not undermine quality of life; and supporting healthy lifestyles by provision of greenspaces and sports facilities, and opportunities to walk and cycle, and 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 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 apprenticeship opportunities, 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 equality.

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 happens more successfully if we involve our diverse communities in planning them in the first place. This makes developments more functional, accessible and safe, as well as increasing the sense of ownership that local people feel. Involving community members and stakeholders needs to happen from an early stage, and throughout the process. This will allow 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.

Creating safe and inclusive communities

The Local Plan needs to be socially inclusive, 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:

- Ensure that the needs of diverse groups are considered in the siting, design and layout of new development, 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.
- Secure investment in services and infrastructure to go with 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.

Supporting healthy lifestyles

The importance of supporting healthy lifestyles is growing, supporting people to live healthy and long lives in their homes, and reduce pressure on health services, whilst ensuring that support, services and infrastructure are available at the right time for the community. The next Local Plan will provide an opportunity to consider how we can further promote healthy lifestyles through planning. For example, we can think about:

- How planning and development encourage walking and cycling and exercise
- How loneliness and mental health issues are tackled 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.

Promoting Equality

Promoting equality is not just a matter for the Local Plan, but planning is a powerful tool which can help in a number of ways. These include:

- Creating new homes for all of the community – including a range of affordable housing choices and different types of housing to suit specialist housing needs, and ensuring that new homes are cost efficient to maintain – for example through energy efficiency measures.
- Encouraging the development of a range of jobs, which provide different options for work to suit the varied circumstances of our residents This is covered further in our ‘Jobs’ theme.

- Supporting delivery and access to new and affordable low-carbon transport infrastructure.
- . For larger new developments funding can be sought from developers to carry out community development work
- 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.

Improving Places

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

14. How can the next Local Plan help support the creation of inclusive communities?

Please add any comments and ideas

Question

15. How can the Local Plan create places that are healthy, and support the wellbeing of our communities?

Please add any comments and ideas

3.4 Delivering Quality Places

Figure 13 Infographic – Delivering Quality 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. The aim has always been to achieve high quality developments, and there have been several award winning schemes. The overall quality of design has been high, but there is always room for improvement. 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, and continue the fantastic track record of Cambridge as a place where contemporary design and the historic environment co-exist in harmony.

Question

16. How important do you think protecting heritage and demanding high quality design is, as a priority for the next Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

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 helps make development acceptable to communities. Plans should set out a clear design vision,

and expectations of developers. Plans should also support making effective use of land, taking opportunities to regenerate brownfield land, and delivering densities that make efficient use of land.

Local Plans should contribute to and enhance the natural and local environment. This includes seeking to protect and enhance landscape and townscape, and the historic environment such as listed buildings and conservation areas.

3.4.2 What are we already doing?

The adopted 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 are 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.
- Ensuring local distinctiveness

Question

17. How important is protecting our built and natural heritage to you?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

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 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
- 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

18. How important is the quality of design of new developments to you?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

Please add any comments and ideas

3.5 Jobs

Figure 14 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)
- 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.

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. Greater Cambridge is also a thriving education, 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 deal with government that created the Cambridgeshire and Peterborough Combined Authority. It has implications for future jobs and homes growth in our area.

How important do you think continuing economic growth is, as a priority for the next Local Plan?

Question

19. How important do you think continuing economic growth is, as a priority for the next Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

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.

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, 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 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 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.

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.

3.5.3 What are the key issues?

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 have commissioned, 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 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 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 time
- Demand for specialist space, such as for laboratories

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.

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 appropriate 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 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 we have a highly mobile workforce who tend to move jobs much more frequently than they move house.
- 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

20. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs?

Please add any comments and ideas

Question

21. In providing for a range of employment space, are there particular types and locations we should be focusing on?

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 community 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 be 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

22. How flexible should we be about the types of uses we allow in our city, town and district 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 Cambridge's city centre. 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 residential areas.
- How we support business diversification while also recognising potential impacts on residents and other businesses as well as the historic environment.

Question

23. What approach should the next plan take to supporting or managing tourist accommodation in Cambridge and rural area?

Please add any comments and ideas

3.6 Homes

Figure 15 Infographic – Homes

Types of figures to include in infographic:

- Number of Homes in Greater Cambridge: 117,000
- Average house prices (£541,514 Cambridge, £441,539 South Cambs).
- Lower quartile price to income ratio 14.3 (for Cambridge City) 10.8 (for South Cambridgeshire)
- Median monthly cost to rent a 2 bed house £1190 Cambridge, £893 South Cambs

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, and where they should be built.

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. 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 higher figures. Our early estimates are that we would need more homes than the standard method minimum, in order to support Greater Cambridge's forecast continued economic growth, and help achieve the goal of doubling the total economic output of the Cambridgeshire and Peterborough area that formed part of the devolution deal (see Jobs Theme).

Question

24. How important to you is creating new homes, as a priority for the Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

Please add any comments and ideas

Question

25. Do you agree that we should deliver a higher housing number than the minimum required by government, to support the growing economy?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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 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. We will need to consider how we apply this when developing targets in our next Local Plan. National guidance acknowledges that the minimum 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 Local Plans identify land to meet the target of 33,500 homes between 2011 and 2031 (1,675 per year).

Our current forecasts estimate that 36,400 homes will be built between 2017 and 2040 on sites that already have permission or are allocated in the adopted 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.

There is therefore a significant amount of development already identified which will contribute to meeting future housing need for the next Local Plan. Many of these homes are on 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. 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 goal 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 target has implications for future jobs and homes growth in our area.

As set out in the Jobs theme, the CPIER showed that recent jobs growth in the Greater Cambridge economy has been faster than anticipated, and that growth is likely to continue. Demand for new housing in this area has been exceptionally high, and housebuilding has not kept up. Looking at Cambridgeshire and Peterborough as a whole, the CPIER concluded that roughly speaking, 6,000 – 8,000 homes per year over the next 20 years may be needed. This compares with the current figure of 4,670 homes per year set out in existing Local Plans.

Whilst there is considerably more work to do on this, a rough indicative calculation based on CPIER, and using the current proportions of development in each district across Cambridgeshire and Peterborough, indicates that Greater Cambridge would need to build in the order of 2,900 homes a year over the suggested plan period of 2017-2040 – an indicative total of 66,700 homes. This compares with the current

annual figure in the adopted plans of 1,675 homes per year and 1,779 homes per year using the Government's standard method. We are commissioning more research into the amount of homes and jobs we should be planning for in Greater Cambridge, but the indications are therefore that to support continued economic growth, a level of housing provision above that under the standard method, would be required.

Our current forecasts estimate that 36,400 homes will be built between 2017 and 2040 on sites that already have permission or are allocated in the adopted Local Plans. Against the rough indicative calculation above, this would indicate that we could need to identify sites for around an additional 30,000 homes, subject to the further research referred to above and a decision on the jobs growth to be planned for. Our current forecasts do not include North East Cambridge, or Cambridge Airport which is safeguarded land for development in the adopted Local Plans, and both of these have the potential to deliver a significant number of new homes.

Figure 16 Housing Needs - a Summary

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 will come from private developments. The Local Plan must:

- Continue to ensure that new developments do include appropriate 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 the elderly, 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. This will need to be considered within the context of broader social care and health priorities.
- We will need to consider whether growth over the period covered by the next local plan of the universities and other higher education institutions in

Cambridge could create a need for additional 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 shared accommodation. However, it is acknowledged that HMOs 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 of specifically designed HMOs 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 how the local plan can help deliver sites for self-build. 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.

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.

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 Local Plans identify a site to the north of the City that has been allocated for off-river residential moorings.

Housing quality

We need to create high quality homes which are safe, secure and long-lasting. In the adopted 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 Promoting Wellbeing and Equality theme
- How housing design responds to the increasing trend for working from home, and other changing lifestyle demands
- How new homes should contribute to lowering our energy use, and adapt to our changing climate. This is covered in more detail in the Climate Change theme.

Question

26. Do you agree that we have identified the relevant issues relating to meeting the housing needs of all parts of the community?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please add any comments and ideas

Supporting villages

Creating homes in well-connected and vibrant areas is important for both young and old. It reduces reliance on cars and increases access to facilities that enhances an active lifestyle. Our villages are wonderful places to live, and providing homes here can support the continued vitality of our rural communities.

The population of many of the villages in South Cambridgeshire is aging. Many villages 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 South Cambridgeshire Local Plan categorises our villages into different types, sets a framework (boundary) for each village, and sets the size of housing development that would be permitted in each type of village. This limits how many homes can be built on a single development within the village boundary, for example on a brownfield site that becomes available. The plan does allow for rural exception sites, adjacent to village frameworks, where there is evidence of local need for affordable housing, as an exception to normal policy

In 'Rural Centres' like Sawston there is no limit on how many homes can be built on a single site, whereas in an 'Infill Only' village like Knapwell, the adopted Local Plan allows only two new houses per site, if it has an existing frontage (or slightly more for a brownfield site). These restrictions are intended to restrict growth in the smallest villages, where transport alternatives to the car often limited, and where there is a need to travel for basic services like schools. Outside the village framework (boundary), development is heavily restricted – this is intended to protect the countryside from gradual encroachment, and guard against incremental growth in less sustainable locations.

The next Local Plan could re-examine the approach to village growth, 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 also continue to restrict growth of the more remote villages, in order to focus growth in the most sustainable locations.

Question

27. 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

Question

28. 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

3.7 Infrastructure

Figure 17 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 are 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
- Number of new schools delivered in Greater Cambridge in last 10 years, and the number of new schools currently planned TBC

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. This includes schools and health facilities, but also utilities networks like water and power, and increasingly important telecommunications such as broadband.

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.

Growth creates both 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.

Question

29. How important to you is infrastructure provision, for example transport services, schools and health, as a priority for the Local Plan?

- Top priority
- High Priority
- Medium Priority
- Low Priority
- Not a priority

Please add any comments and ideas

Question

30. How important do you think potential for public transport, walking and cycling access should be when locating and designing new development?

- Top priority
- High Priority
- Medium Priority
- Low Priority
- Not a priority

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 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 improved.

The Greater Cambridge Partnership are developing a number of transport schemes designed to improve active travel in the area, including 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.

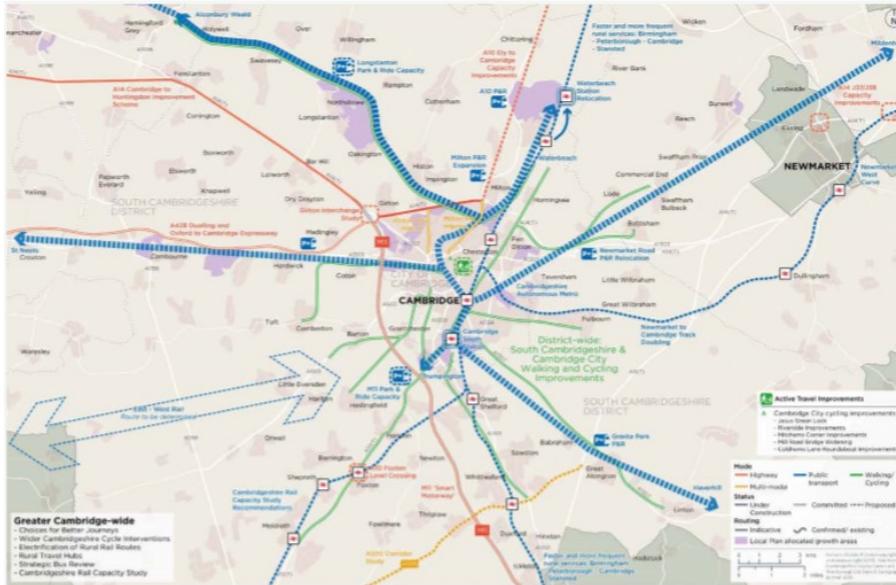
As the Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority have just finished consulting on a [draft Local Transport Plan](#). The plan has objectives to achieve a ‘world-class transport network’ which meets the needs of residents, businesses, and visitors and deliver sustainable 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 Cambridge⁸ include a station at either Bassingbourn or Cambourne. The choice of route, expected soon, could significantly influence future growth patterns in Greater Cambridge; 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 18 Map of Planned Major Transport Projects in Greater Cambridge (source: Draft Local Transport Plan 2019)

⁸ <https://eastwestrail.co.uk/the-project>



3.7.3 What are the key issues?

Securing new infrastructure to accompany growth

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 waste water infrastructure is developed to meet the needs of new development, and to increase efficiency to ensure 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

Guide⁹ which sets out how new development should be designed to support effective waste management.

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 move around is likely to significantly change 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

31. What do you think the priorities are for new infrastructure?

Please add any comments and ideas

⁹ <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/recap-waste-management-design-guide/>

4. Where should we Plan for Growth?

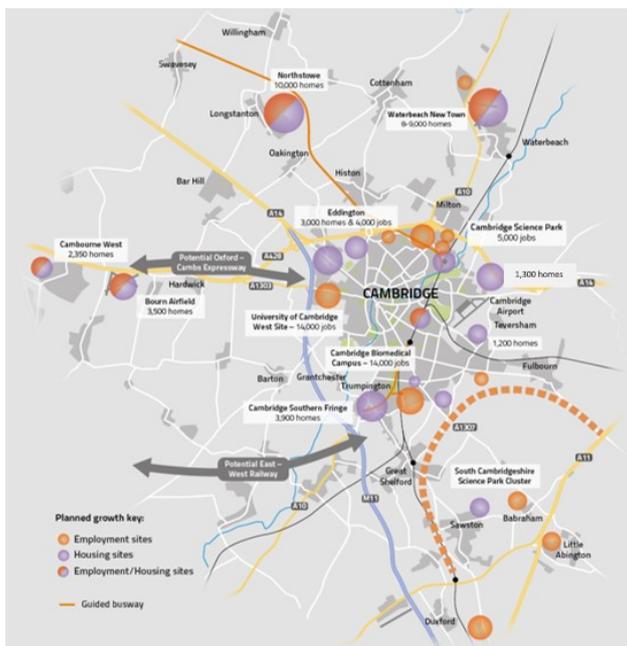
As well as planning for the right amount of growth, it is important to make sure the Local Plan provides the right strategy for where this growth should happen that will bring environmental, economic and social benefits.

4.1 Our Current 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.

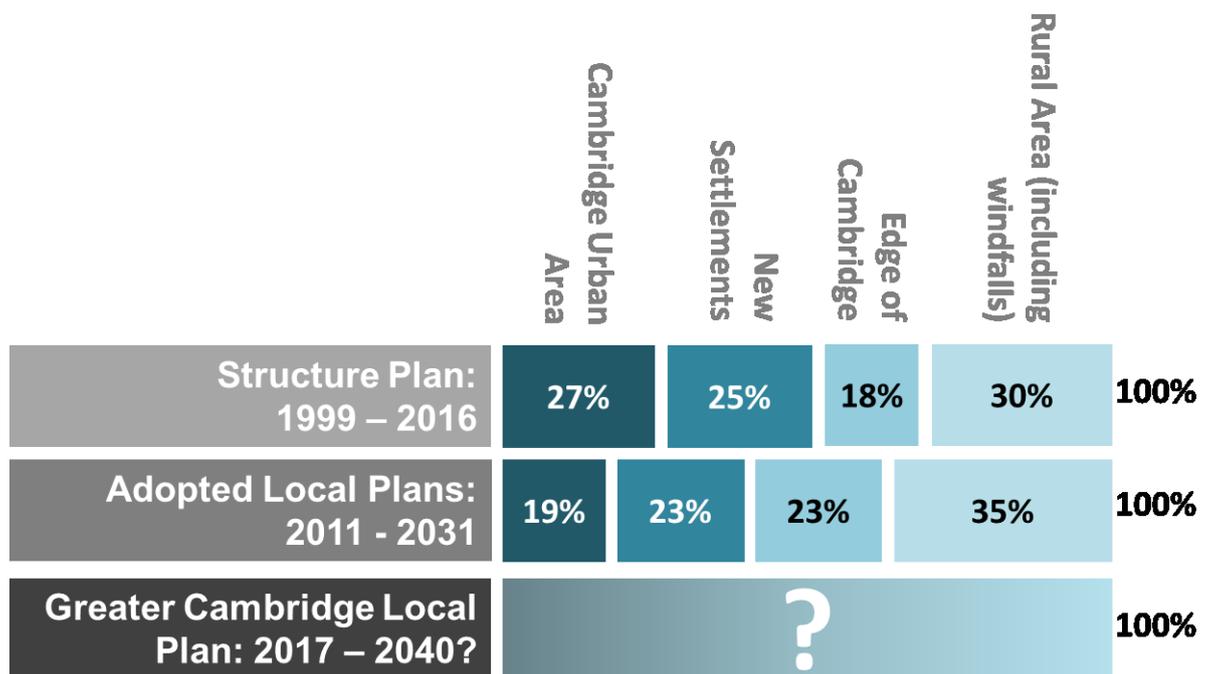
Sites in the adopted Local Plans provide for a significant amount of the future housing and employment needs in Greater Cambridge, both during the current plan period of 2031, but also beyond, as new settlements in particular will continue to be built out over a much longer period. In planning for future growth, we will be adding to the current development strategy.

Figure 19 Existing planned growth in the adopted Local Plans



The diagram below shows the proportions of housing growth in different types of location that were chosen in previous strategies. It is likely that the most suitable spatial 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.

Figure 20 Impact of Previous and Current Development Strategies



4.2 Significant influences on the spatial choices

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, where 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 current adopted 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 for Cambridge of 10-12,000 new homes and a strategic scale of jobs. Marshall advised during preparation of the adopted Local Plans that it had not secured an alternative site and the land would not be available until at least 2031. The adopted 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 suitable for development and is no longer in the Green Belt. 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

site at Duxford. The deliverability of the 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 described above, 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 wherever a station was located within South Cambridgeshire. As with the 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.

4.3 Where growth might go

There are many different places that we could choose to focus growth:

- Densification of Cambridge
- Edge of Cambridge
- Dispersal: New Settlements
- Dispersal: Villages
- Along transport corridors

There is more detail in this section about these different options, and their advantages and disadvantages.

These deliberately conceptual options have been identified drawing on the previous development strategy options, alongside considering the spatial options set out in the CPIER and other approaches nationally. They cover a broad range of spatial choices, although the chosen strategy for the Local Plan may involve growth in a number of these locations.

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 provide opportunities to support the creation of accompanying large scale green space or contributions from smaller sites towards provision of new areas of green space.
- Promoting Wellbeing and Equality – opportunities to locate new development where it can bring wider benefits to existing communities in terms of access to services, facilities and green space. Development could also support access to a range of employment opportunities to both existing and new communities.
- Delivering quality places – supporting 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.
- 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

32. Where should we focus future growth? Rank the options below 1-5 (1 – Most Preferred 5 – Least Preferred)

- Densification
- Edge of Cambridge
- Dispersal: New Settlements
- Dispersal: Villages
- Transport Corridors

Please add any comments and ideas



4.3.1 Densification

Illustration of Spatial Choice



This approach would focus new homes and jobs within Cambridge, because it is the main urban area and centre for services and facilities, and could also look to increase provision in planned new settlements. 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.

Advantages

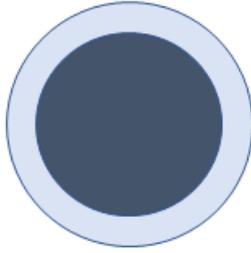
- Reduces the need to use greenfield land to accommodate growth.
- Living in central, well-connected and vibrant areas is important for many young professionals
- Delivers growth near to existing centres, which can continue to support their vitality and viability.

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.

4.3.2 Edge of Cambridge

Illustration of Spatial Choice



This approach would create new homes and jobs in extensions on the edge of Cambridge.

Advantages

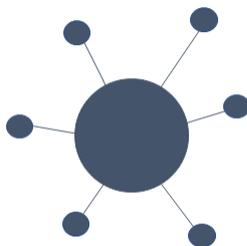
- benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and 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.

4.3.3 Dispersal: new settlements

Illustration of Spatial Choice



New settlements would provide a whole new community in a new location, and would need to be supported by strategic transport infrastructure connecting to Cambridge.

Advantages

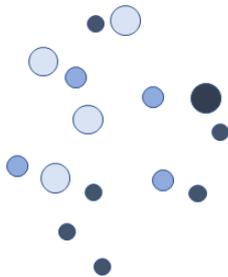
- Provides an opportunity for significant new infrastructure to be delivered
- Provides an opportunity for substantial growth in a new location connected to the transport network

Challenges

- Potential major impact on the landscape and loss of agricultural land
- Potential to avoid removing land from the Green Belt as part of responding to national policy requirement that alternatives have been fully explored before Green Belt release considered.
- Can take longer to deliver housing due to starting from scratch.

4.3.4 Dispersal: Villages

Illustration of Spatial Choice



This approach would spread new homes and jobs out to the villages.

Advantages

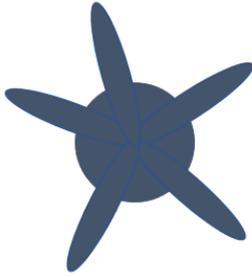
- Can help with the continued viability of existing facilities and infrastructure in the village
- Can help provide for a diversity of population in the village

Challenges

- Can result in increased commuting by car particularly if the village is away from main transport corridors
- Small sites are unlikely to generate infrastructure needs alone, so are unlikely to significantly contribute to improvements to infrastructure
- Potential impact on village character needs to be considered

4.3.5 Public Transport Corridors

Illustration of Spatial 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

4.3.6 Green Belt

Decisions about the Green Belt impact on all spatial 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. However, it also restricts growth in closest proximity to Cambridge.

Previous plans released land from the Green Belt where it was possible to develop whilst avoiding significant harm to the purpose of the Green Belt, such as at Darwin Green, and on the southern edges of Cambridge. The evidence supporting the adopted Local Plans identified that further Green Belt releases would result in significant harm to the purposes of the Cambridge Green Belt.

National Planning Policy requires plans to consider the impact on sustainable development of channelling growth outside the Green Belt, but recent changes also set strict requirements if land is to be removed from the Green Belt, including that alternatives have been fully explored.

Figure 21 Map of the Cambridge Green Belt

Question

33. 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

4.4 How will we develop the spatial 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 which we will share with you for more feedback, at the draft plan stage. This will include:

1. Confirming how many homes and jobs we need to plan for
2. Assessing the sites available to deliver the spatial choices: 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 spatial options that reflect different approaches to balancing growth across the different areas described above.
4. Testing the transport and other impacts of those spatial options.

Appendix 1 Full list of consultation questions

34. Do you agree with the strategic-cross boundary issues we have identified as being particularly important?
35. 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?
36. Do you have any views on specific policies in the two adopted plans? If so, what are they?
37. How do you think we should involve our communities and stakeholders in developing the Plan?
38. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan
39. Please submit any sites for wildlife habitats and green space you wish to suggest for consideration through the Local Plan
40. Do you agree with the potential big themes for the Local Plan?
41. How important do you think climate change is, as a priority for the next Local Plan?
42. How do you think we should be reducing our impact on the climate? Have we missed any key actions?
43. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!
44. How important do you think biodiversity and green spaces are, as a priority for the next Local Plan?
45. What do you think the Local Plan should do to improve and protect our biodiversity and green spaces?
46. How important do you think promoting wellbeing and equality is, as a priority for the next Local Plan?
47. How can the next Local Plan help support the creation of inclusive communities?
48. How can the Local Plan create places that are healthy, and support the wellbeing of our communities?
49. How important do you think protecting heritage and demanding high quality design is, as a priority for the next Local Plan?
50. How important is protecting our built and natural heritage to you?
51. How important is the quality of design of new developments to you?
52. How important do you think continuing economic growth is, as a priority for the next Local Plan?

53. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs?
54. In providing for a range of employment space, are there particular types and locations we should be focusing on?
55. How flexible should we be about the types of uses we allow in our city, town and district centres?
56. What approach should the next plan take to supporting or managing tourist accommodation in Cambridge and rural area?
57. How important to you is creating new homes, as a priority for the Local Plan?
58. Do you agree that we should deliver a higher housing number than the minimum required by government, to support the growing economy?
59. Do you agree that we have identified the relevant issues relating to meeting the housing needs of all parts of the community?
60. How flexible should the Local Plan be, towards development of both jobs and homes on the edge of villages?
61. 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?
62. How important to you is infrastructure provision, for example transport services, schools and health, as a priority for the Local Plan?
63. How important do you think potential for public transport, walking and cycling access should be when locating and designing new development?
64. What do you think the priorities are for new infrastructure?
65. Where should we focus future growth?
66. 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?

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

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

Greater Cambridge Local Plan Consultation Statement (Cambridge City Council and South Cambridgeshire District Council) 2019

Appendix 3 Glossary

Adopted 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, 2018)

Climate change mitigation

Action to reduce the impact on human activity on the climate system, primarily through reducing greenhouse gas emissions. (Source, NPPF, 2018)

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.

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 and the University of Cambridge 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.

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 used to determine planning applications for new development in the Greater Cambridge region.

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 stepping stones 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.

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.

Committee: Planning Policy Working Group

Date:

Title: MHCLG Design Guidance

5 November 2019

Report Author: Stephen Miles, Planning Policy Team Leader,
346

Summary

1. On 1 October the government published a new National Design Guide ('the Guide').

Recommendations

2. To note the publication of the Guide and its implications for the Council's future work programme and for determining planning applications.

Financial Implications

3. None at this time. The Guide states that local planning authorities will be expected to develop their own design codes or guides, taking into consideration the as yet unpublished National Model Design Code. This report considers the options for doing this, and recommends waiting for the publication of the National Model Design Code before making a final decision. After the National Model Design Code is published the Council can consider again at that time the options available. The option chosen will be constrained by the resources available to the Council.

Background Papers

4. None.

Impact

- 5.

Communication/Consultation	The Guide supports the NPPF, which the government has consulted upon. Planning applications are subject to public consultation. Similarly and design guidance will be subject to appropriate consultation.
Community Safety	N/a
Equalities	N/a
Health and Safety	N/a

Human Rights/Legal Implications	The Guide supports the NPPF, which the government develops in line with consideration of human rights and the law.
Sustainability	The Guide supports the NPPF. Sustainable development is the key aim of the NPPF.
Ward-specific impacts	All
Workforce/Workplace	Unknown

Situation

6. On 1 October the government published a new [National Design Guide](#), with the subtitle the ‘planning practice guidance for beautiful, enduring and successful places’. The Guide is appended to this report.
7. This document recognises the importance of well-designed developments, how it effects our quality of life, experience of place, security, health and wellbeing and belonging. The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The Guide is intended to support Council’s decision making and policy development, as well as applicants design teams and communities and their representatives.
8. The Guide supports paragraph 130 of the National Planning Policy Framework which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
9. The Guide covers a number of components of design: layout; form; scale; appearance; landscape; materials; and detailing. All developments are made up of these components put together in a particular way. The choices made in the design process contribute towards achieving the ten characteristics and shape the character of a place. The ten characteristic frame part 2 of the newly published Guide, these characteristics are:
 - a. Context;
 - b. Identity;
 - c. Built form;
 - d. Movement;
 - e. Nature;

- f. Public Spaces;
- g. Uses;
- h. Homes & buildings;
- i. Resources; and
- j. Lifespan

10. Part 3 of the Guide includes reference to a forthcoming 'National Model Design Code', this is still to be published and the government anticipates its publication in early 2020 and will be subject to consultation. This is intended to set a baseline standard of quality and practice across England which Uttlesford will be expected to take into account when developing local design codes and guides and when determining planning applications.
11. The guide also states that local planning authorities will be expected to develop their own design codes or guides, taking into consideration the forthcoming National Model Design Code.
12. For the proposed Garden Communities the emerging Local Plan already requires design codes to be submitted with any reserved matters planning applications for approval by the Council. These will be developed by the site promoters in consultation with the existing local community and other stakeholders.
13. There are a number of options open to the Council when Uttlesford considers how to develop our own design codes or guides for elsewhere in the district. Below are officers initial thoughts in advance of the National Model Design Code:
 - a. Option 1: do not develop our own design codes or guides. In this case the Council would have to rely on the National Design Guide and National Model Design Code. This would be the least resource intensive option, but would mean the opportunity to provide more local design guidance would not be taken up. This could be revisited in the future.
 - b. Option 2: adopt elements of the Essex Design Guide as the local expression of the Council's design guidance. This would require discussion with Place Services and some further work, depending on the content of the National Model Design Code. Likely to require limited resources.
 - c. Option 3: develop an Uttlesford-wide design guide and / or design code. Potentially could take elements from the Essex Design Guide. There is also a risk that an Uttlesford-wide guide / code is not able to satisfactorily pick up on the individuality of the varied settlements of the district. It is likely to involve a significant amount of work, including consultation with communities. The planning policy team does not have

the necessary capacity to take on this work at this time, and an outside resource would potentially need to be brought in.

- d. Option 4: develop design guides and / or design codes on a settlement-by-settlement basis. This approach would have the advantage of being able to pick up on the individuality of the varied settlements of the district. This approach would have an advantage of being able to focus efforts on settlements where larger amounts of new development are expected. This option is also likely to involve substantial amount of work, significantly more than option 3 if district wide coverage is sought. The planning policy team does not have the necessary capacity to take on this work at this time, and an outside resource would potentially need to be brought in. However, a settlement-by-settlement approach would potentially allow the work to be undertaken by Parish Councils, who may be better placed to create 'Village Design Style' documents.

14. It is possible that a hybrid approach is taken, for example a combination of option 2 and 4.

15. Officers are recommending awaiting the publication of the National Model Design Code, as this will have to be taken into account. This report is being brought before members to allow discussion at a member level to commence.

Risk Analysis

16.

Risk	Likelihood	Impact	Mitigating actions
The district is not supported by appropriate local-level design guidance.	1 – While, depending on the route taken, there are potential resource implications in developing local design guidance, in its absence national guidance can be relied upon.	3 – Without appropriate guidance poorly designed schemes may be developed, negatively impacting on communities.	This report explores the options open to the Council. In the absence of local design guidance, national guidance can be relied upon.

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.

National Design Guide

Planning practice guidance for beautiful, enduring and successful places

Page 105



Ministry of Housing,
Communities &
Local Government



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September 2019

Contents

Part 1: The purpose of the National Design Guide	1
Introduction	3
How to use this design guide	4
Looking forward	5
Components for good design	5
The relationship between the National Design Guide and local design guides	7
Introducing the ten characteristics	8

Part 2: The ten characteristics 9

Context

C1	Understand and relate well to the site, its local and wider context	11
C2	Value heritage, local history and culture	12

Identity

I1	Respond to existing local character and identity	15
I2	Well-designed, high quality and attractive	15
I3	Create character and identity	16

Built form

B1	Compact form of development	19
B2	Appropriate building types and forms	19
B3	Destinations	20

Movement

M1	An integrated network of routes for all modes of transport	23
M2	A clear structure and hierarchy of connected streets	23
M3	Well-considered parking, servicing and utilities infrastructure for all users	24

Nature

N1	Provide high quality, green open spaces with a variety of landscapes and activities, including play	27
N2	Improve and enhance water management	28
N3	Support rich and varied biodiversity	28

Public spaces

P1	Create well-located, high quality and attractive public spaces	31
P2	Provide well-designed spaces that are safe	31
P3	Make sure public spaces support social interaction	32

Uses

U1	A mix of uses	35
U2	A mix of home tenures, types and sizes	35
U3	Socially inclusive	36

Homes & buildings

H1	Healthy, comfortable and safe internal and external environment	39
H2	Well-related to external amenity and public spaces	39
H3	Attention to detail: storage, waste, servicing and utilities	40

Resources

R1	Follow the energy hierarchy	43
R2	Selection of materials and construction techniques	43
R3	Maximise resilience	43

Lifespan

L1	Well-managed and maintained	47
L2	Adaptable to changing needs and evolving technologies	47
L3	A sense of ownership	48



Part 3: National Model Design Code 51

National Model Design Code	52
-----------------------------------	-----------

Part 4: References 55

Key references	57
-----------------------	-----------

Other references	57
-------------------------	-----------

Table 1: Good practice examples and image credits	58
--	-----------

Table 2: National Planning Policy Framework chapters and planning practice guidance relevant to the National Planning Policy Framework objectives for good design	62
--	-----------

Table 3: National Planning Policy Framework chapters and planning practice guidance relevant to the ten characteristics	64
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Part 1:

The purpose of the National Design Guide

Page 109



The purpose of the National Design Guide

Page 110

1 Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.

2 They function well, accommodating businesses, homes and a range of other uses and activities that support our everyday lives. Well-designed places can last for many years.

3 **The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This design guide, the National Design Guide, illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.**

Introduction

4 The long-standing, fundamental principles for good design are that it is: fit for purpose; durable; and brings delight¹. It is relatively straightforward to define and assess these qualities for a building. We can identify its activities and users, the quality of detail, materials, construction and its potential flexibility. We can also make judgements about its beauty.

5 A place is more complex and multi-faceted than a building:

- it is a setting for a diverse range of uses and activities, and is experienced by many people in many different ways;
- it is made up of buildings, and also landscape and infrastructure, which are likely to endure longer than the buildings themselves;
- most places evolve over a long period of time once they have been established, with many incremental changes that can affect their quality;
- the quality of 'delight' includes a richness of experience gained from all of our senses, not only the visual; and
- beauty in a place may range from a long view down to the detail of a building or landscape.

¹ Originally from Vitruvius

6 The National Planning Policy Framework sets out that achieving high quality places and buildings is fundamental to the planning and development process. It also leads to improvements in the quality of existing environments. The National Planning Policy Framework expands upon the fundamental principles of good design to define what is expected for well-designed places and explain how planning policies and decisions should support this.

7 The National Planning Policy Framework is supported by a suite of planning practice guidance that is relevant to both design quality and quality in delivery. See **Part 3: References**.

8 The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes people who use a place for various purposes such as:

- to live, work, shop, for leisure and recreation, and to move around between these activities; and
- those who visit or pass through.

It also includes people at different stages of life and with different abilities – children, young people, adults, families and older people, both able-bodied and disabled.

9 The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics. See

Part 2: The ten characteristics

10 It is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework. Specific, detailed and measurable criteria for good design are most appropriately set out at the local level. They may take the form of local authority design guides, or design guidance or design codes prepared by applicants to accompany planning applications.

Definitions

Inclusion: Making sure that all individuals have equal access, opportunity and dignity in the use of the built environment.

Community cohesion: A sense of belonging for all communities, with connections and trust between them. Diversity is valued and people of different backgrounds have the opportunity to develop positive relationships with one another.

How to use this design guide

11 The focus of this design guide is on good design in the planning system, so it is primarily for:

- local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
 - councillors, who make planning decisions;
 - applicants and their design teams, who prepare applications for planning permission; and
- people in local communities and their representatives.

Page 112

Definitions

A design guide: A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

A design code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

As well as helping to inform development proposals and their assessment by local planning authorities, it supports paragraph 130 of the National Planning Policy Framework which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

12 The terminology used here avoids jargon where possible. Definitions are provided where particular technical language is needed for clarity and precision. They can generally be found in the section where the term is used for the first time.

13 In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.

14 Good design considers how a development proposal can make a contribution towards all of them. This applies to proposals of all sizes, including small scale incremental changes (such as highway works), new buildings, infill developments, major developments and larger scale developments such as urban extensions, new neighbourhoods, new settlements and infrastructure.

15 At an early stage of the design process, the relative priority for different characteristics may be discussed and agreed. The most relevant characteristics will be determined by a number of considerations:

- locally identified priorities and concerns;
- the strategic priorities of the local authority;
- the priorities of a particular user group;
- the scale of proposal;
- its site and location; and/or
- the design process, including whether it is at a strategic or detailed stage.

16 Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This 'story' will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.

17 Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life. Communities can be involved in design processes through approaches such as co-design, design workshops and other engagement techniques, so that places and buildings reflect local community preferences, improve their quality of life and fit well into their surroundings. The design-related chapters of the planning practice guidance explain these and other design processes.

Definitions

Design concept: The basic design ideas on which a proposal will be based, often expressed in a combination of words and visual material.

Design and Access Statement: A short report accompanying and supporting a planning application. It provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Looking forward

18 This guide has been prepared in the context of social, economic and environmental change. Technological change is rapid, with developments in digital, artificial intelligence and machine learning affecting our lives at all scales, both inside and outside the home. Demographics are also driving change, with an ageing population. Younger people's expectations are changing too. This is leading to new lifestyles and new models of home ownership. It includes more communal forms of living, such as cohousing. New models of development are also emerging, driven by advanced technologies. These include new off-site production methods, the use of digital technologies for production and customisation, and an increase in self- and custom-build.

19 We expect continuing change as a consequence of climate change, changing home ownership models and technological changes. It is likely to emerge and embed in society rapidly. It will influence the planning, design and construction of new homes and places. So, for each of the ten characteristics, a Looking Forward box identifies some issues to consider as we are thinking ahead about our places. Both local planning policies and the design process need to take these into account.

Components for good design

20 Buildings are an important component of places and proposals for built development are a focus of the development management system. However good design involves careful attention to other important components of places. These include:

- the context for places and buildings;
- hard and soft landscape;
- technical infrastructure – transport, utilities, services such as drainage; and
- social infrastructure – social, commercial, leisure uses and activities.

21 A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- the layout (or masterplan);
- the form and scale of buildings;
- their appearance;
- landscape;
- materials; and
- their detailing.

22 All developments are made up of these components put together in a particular way. The choices made in the design process contribute towards achieving the ten characteristics and shape the character of a place.

Layout

23 A layout shows how routes and blocks of development are arranged and relate to one another to create streets, open spaces and buildings. It defines:

- the structure or settlement pattern;
- the grain, or the pattern of development blocks and plots; and
- the broad distribution of different uses, and their densities or building heights.

Form

Form is the three-dimensional shape and modelling of buildings and the spaces they define. Buildings and spaces can take many forms, depending upon their:

- size and shape in plan;
- height;
- bulk - their volume; and
- massing - how the bulk is shaped into a form.

In the case of spaces, their form is influenced by the buildings around them.

25 The form of a building or a space has a relationship with the uses and activities it accommodates, and also with the form of the wider place where it is sited.

Scale

26 Scale is the height, width and length of each building proposed within a development in relation to its surroundings. This relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. It affects how a space can be used and how it is experienced. The relationships between the different dimensions of a building or component are known as its proportions.

Appearance

27 Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.

Landscape

28 Landscape is the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site, the area in which it is situated and the natural environment. Landscape includes landform and drainage, hard landscape such as surfacing, boundary treatments, street furniture and play equipment. It also includes soft landscape – trees, shrubs and other planting.

Materials

29 The materials used for a building or landscape affect how well it functions and lasts over time. They also influence how it relates to what is around it and how it is experienced. The scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive. Choosing the right materials can greatly help new development to fit harmoniously with its surroundings.

30 Innovative materials and construction techniques are being developed all the time. Modern methods of construction are becoming more common, whether in the form of mass production for modular construction, or off-site bespoke construction for self- or custom-build.

Detailing

31 The details of a building are the individual components and how they are put together. Some are a deliberate part of the appearance of a building, including doors, windows and their surrounds, porches, decorative features and ironmongery. Others are functional, although they can also contribute to the appearance of a building. These include lighting, flues and ventilation, gutters, pipes and other rainwater details.

32 Detailing affects the appearance of a building or space and how it is experienced. It also affects how well it weathers and lasts over time.

The relationship between the National Design Guide and local design guides

33 This document is set out in four parts:

- this part, Part 1, outlines the purpose of the National Design Guide;
- Part 2 sets out the ten characteristics of beautiful, enduring and successful places;
- Part 3: National Model Design Code (to follow); and
- Part 4 provides sources of reference relevant to Part 2, including to other guidance and the good practice examples featured, as well as cross references to the National Planning Policy Framework and planning practice guidance.

34 The National Design Guide provides a structure that can be used for the content of local design guides, and addresses issues that are important for design codes where these are applied to large scale development on single or multiple sites. The ten characteristics reflect the Government's priorities and provide a common overarching framework. More specific guidance and codes can then be locally formulated to meet the priorities of local communities. All local design guides and codes will need to set out a baseline understanding of the local context and an analysis of local character and identity. This may include (but not be limited to) the contribution made by the following:

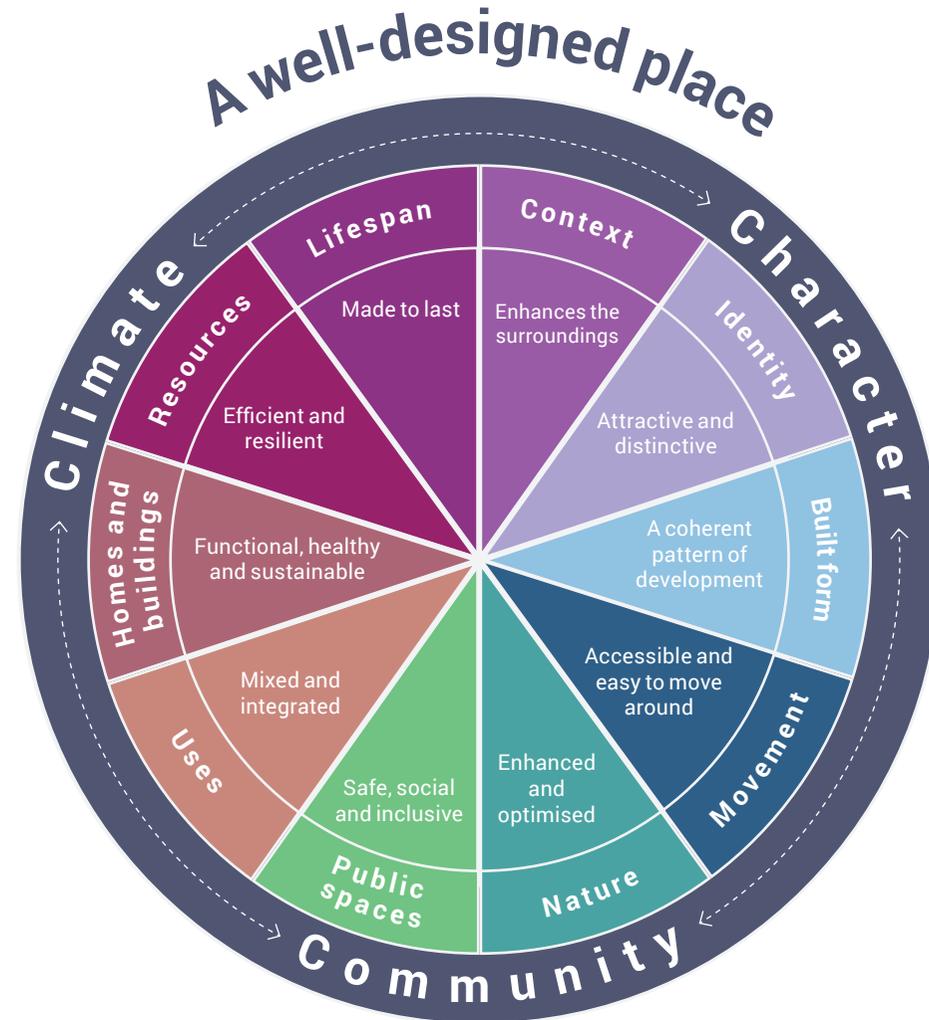
- the relationship between the natural environment and built development;
- the typical patterns of built form that contribute positively to local character;
- the street pattern, their proportions and landscape features;
- the proportions of buildings framing spaces and streets;
- the local vernacular, other architecture and architectural features that contribute to local character.

Introducing the ten characteristics

35 Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

36 The ten characteristics set out in Part 2 are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places

Part 2:

The ten characteristics

Page 117



Context

Enhances the surroundings

37 **Context** is the location of the development and the attributes of its immediate, local and regional surroundings.

38 An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.

39 Well-designed places are:

- based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design;
- integrated into their surroundings so they relate well to them;
- influenced by and influence their context positively; and
- responsive to local history, culture and heritage.

*The topography, landscape character, cultural history and built form all define the context for **Ilkley, West Yorkshire**.*

C1 Understand and relate well to the site, its local and wider context

40 Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones. Some features are physical, including:

- the existing built development, including layout, form, scale, appearance, details, and materials;
- local heritage – see below – and local character – see **Identity**;

landform, topography, geography and ground conditions;

landscape character, drainage and flood risk, biodiversity and ecology;

access, movement and accessibility;

environment – including landscape and visual impact, microclimate, flood risk, noise, air and water quality;

views inwards and outwards;

the pattern of uses and activities, including community facilities and local services; and

how it functions.

Others are non-physical, such as:

social characteristics, including demographics;

economic factors; and

the aspirations, concerns and perceptions of local communities.

41 Well-designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it. This is proportionate to the nature, size and sensitivity of the site and proposal. A simple analysis may be appropriate for a small scale proposal. Baseline studies covering a wide range of topics are likely to be required for a larger scale development.

42 Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation, including:

- the landscape character and how places or developments sit within the landscape, to influence the siting of new development and how natural features are retained or incorporated into it;
- patterns of built form, including local precedents for routes and spaces and the built form around them, to inform the layout, form and scale – see **Built form**;
- the architecture prevalent in the area, including the local vernacular and other precedents that contribute to local character, to inform the form, scale, appearance, details and materials of new development – see **Identity**.



Identifying the existing features of the site and the wider area highlights opportunities for the design of new developments to link well into their context and enhance these features for the benefit of new and existing residents.

- uses and facilities, including identifying local needs and demands that well-located new facilities may satisfy; and
- public spaces, including their characteristic landscape design and details, both hard and soft.

43 However, well-designed places do not need to copy their surroundings in every way. It is appropriate to introduce elements that reflect how we live today, to include innovation or change such as increased densities, and to incorporate new sustainable features or systems.

44 To communicate the benefits of a scheme, it is important to explain how the design of a development relates to context and local character.

C2 Value heritage, local history and culture

45 When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.

46 Sensitive re-use or adaptation adds to the richness and variety of a scheme and to its diversity of activities and users. It helps to integrate heritage into proposals in an environmentally sustainable way.

47 Well-designed places and buildings are influenced positively by:

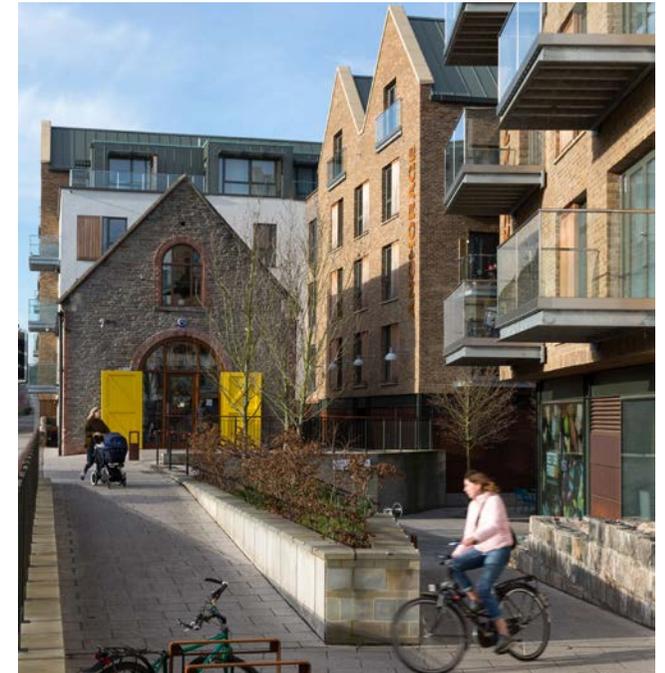
- the history and heritage of the site, its surroundings and the wider area, including cultural influences;
- the significance and setting of heritage assets and any other specific features that merit conserving and enhancing;
- the local vernacular, including historical building typologies such as the terrace, town house, mews, villa or mansion block, the treatment of façades, characteristic materials and details – see **Identity**.

48 Today's new developments extend the history of the context. The best of them will become valued as tomorrow's heritage, representing the architecture and placemaking of the early 21st century.

Definitions

Baseline studies: Descriptions of the conditions as existing or committed (e.g. environmental), against which changes arising from a proposed development are predicted and assessed.

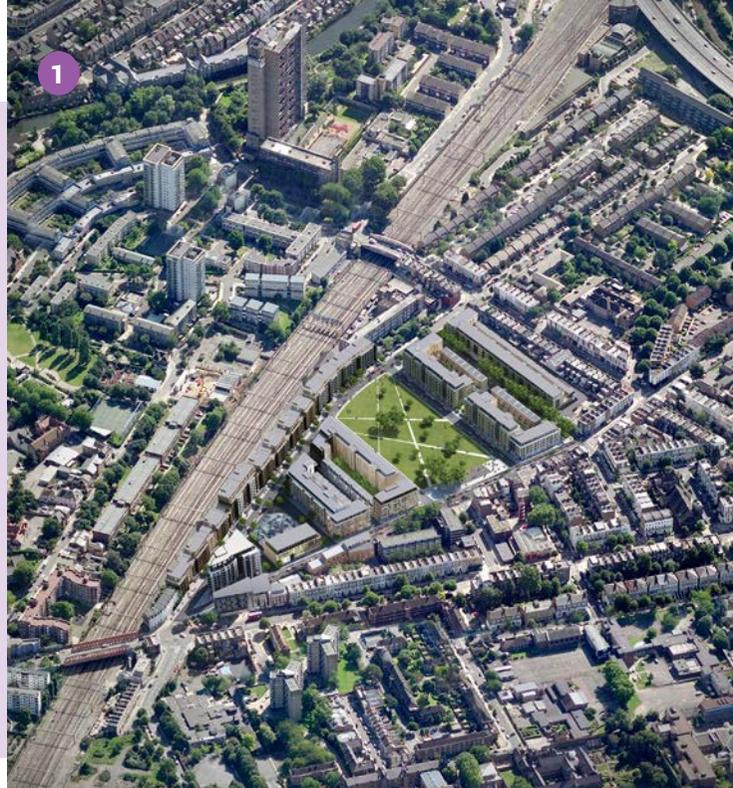
Local vernacular: An indigenous building style using local materials and traditional methods of construction and ornament, especially as distinguished from academic or historical architectural styles.



*New development relates well to Grade II listed buildings in an historic harbour-side conservation area. Residential buildings are designed as courtyard blocks with familiar roof forms around new pedestrian and cycle-focused streets. **Wapping Wharf, Bristol***

Good practice examples

- 1 This development relates well to its context in terms of its layout, scale and massing as well as the location of open space and infrastructure. It respects the existing urban grain to create new streets and a new London square, a familiar type of open space in this west London context. **Portobello Square, Kensington, London.**
- 2 New homes relate positively to their historic town setting. The proportions of buildings, their openings and their materials all complement and enhance the context. **The Piggeries, Frome, Somerset.**
- 3 Historic streets are reintroduced to create permeable and well-sized urban blocks. The new housing creates a positive setting for several listed buildings. **Timekeepers Square, Salford.**



Looking forward

Have you considered:

- How climate and environmental change influences your understanding of context?
- Are there opportunities for flood alleviation? Net environmental gain? Absorption of CO₂? Reducing embodied carbon by retaining existing buildings?
- How emerging modes of transport and infrastructure may influence accessibility?
- How heritage may be incorporated into proposals so it is inclusive and accessible to all?

Identity

Attractive and distinctive



49 The **identity** or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses. Local character makes places distinctive. Well-designed, sustainable places with a strong identity give their users, occupiers and owners a sense of pride, helping to create and sustain communities and neighbourhoods.

50 Well-designed places, buildings and spaces:

- have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users.

*The distinctive character of the buildings and landscape helps to create an identity for this new development. Its design has a strong narrative and clear precedents. **Derwenthorpe, York.***

11 Respond to existing local character and identity

51 Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.

Well-designed new development is influenced by:

- an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;
- the characteristics of the existing built form – see **Built form**;
- the elements of a place or local places that make it distinctive; and
- other features of the context that are particular to the area – see **Context**.

This includes considering:

- the composition of street scenes, individual buildings and their elements;
- the height, scale, massing and relationships between buildings;
- views, vistas and landmarks;

- roofscapes;
- the scale and proportions of buildings;
- façade design, such as the degree of symmetry, variety, the pattern and proportions of windows and doors, and their details;
- the scale and proportions of streets and spaces;
- hard landscape and street furniture;
- soft landscape, landscape setting and backdrop;
- nature and wildlife, including water;
- light, shade, sunshine and shadows; and
- colours, textures, shapes and patterns.

12 Well-designed, high quality and attractive

53 Well-designed places are visually attractive and aim to delight their occupants and passers-by. They cater for a diverse range of residents and other users. All design approaches and architectural styles are visually attractive when designed well.

54 Well-designed places appeal to all our senses. The way a place looks, feels, sounds, and even smells, affects its enduring distinctiveness, attractiveness and beauty.



*This neighbourhood in a semi-rural setting draws on local historical precedents to create a distinctive character. It is defined by the height and massing of buildings, variation in roof forms and material selection. Gables are paired to create a focal point and mark the entrance to a street. **Trowse Newton, Norfolk.***

55 Well-designed places contribute to local distinctiveness. This may include:

- adopting typical building forms, features, materials and details of an area;
- drawing upon the architectural precedents that are prevalent in the local area, including the proportions of buildings and their openings;
- using local building, landscape or topographical features, materials or planting types;

introducing built form and appearance that adds new character and difference to places;

creating a positive and coherent identity that residents and local communities can identify with.

56 Materials, construction details and planting are selected with care for their context. They are attractive but also practical, durable and affordable. They contribute to visual appeal and local distinctiveness. In well-designed buildings, the materials and details suit the design concept and they are consistently followed through the construction process to completion.

13 Create character and identity

57 Design decisions at all levels and scales shape the character of a new place or building. Character starts to be determined by the siting of development in the wider landscape, then by the layout – the pattern of streets, landscape and spaces, the movement network and the arrangement of development blocks. It continues to be created by the form, scale, design, materials and details of buildings and landscape. In this way, it creates a coherent identity that everyone can identify with, including all residents and local communities.

58 Where the scale or density of new development is very different to the existing place, it may be more appropriate to create a new identity rather than to scale up the character of an existing place in its context. New character may also arise from a response to how today's lifestyles could evolve in the future, or to the proposed method of development and construction. Larger scale new developments, such as garden villages or urban extensions, may benefit from a variety of characters so that different areas or neighbourhoods each have their own identity.

59 Where the character of an existing place has limited or few positive qualities, then a new and positive character will enhance its identity.



*A wide street with house frontages stepping down along its length. Their simple forms, considered roof detailing, and colourful façades create a strong identity appropriate to the local and wider context of **Nansledan, Newquay**.*

Definitions

Street scene: The appearance of all of the elements of a street, including the carriageway, pavement, street furniture, planting, and the buildings or structures along its edges, particularly the composition of buildings on each side of the street.

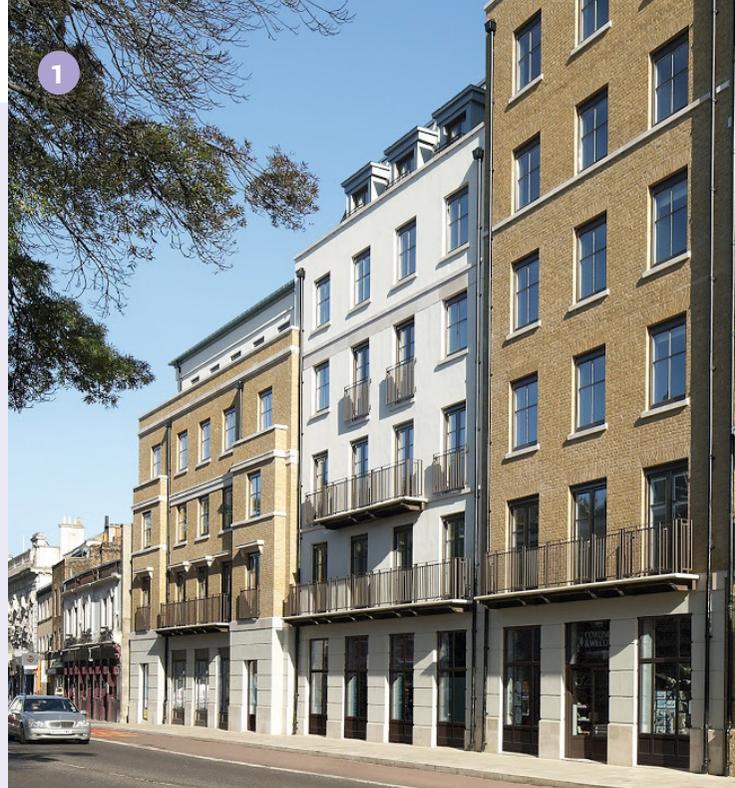
Roofscape: A view of roofs, particularly in terms of its aesthetic appeal.

Good practice examples

① Apartments designed in a traditional style in response to the local identity. The frontage of the development is designed as a series of façades to create a vertical rhythm along the street and this is reinforced by the composition and proportions of openings. **Highbury Gardens, Islington, London.**

② Timber cladding, gable ends, a pedestrian-focused public realm and generous planting all give an informal, rural character to this neighbourhood at **Abode, Great Kneighton, Cambridge.**

③ The use of brick cladding on this tall building gives it a character that fits well into its historic surroundings, and a texture that is human scale and tactile where the building meets the ground. **Blackfriars Circus, Southwark, London.**



Looking forward

Have you considered:

- How the identity suits the proposed approach to development such as construction technologies, diversity of procurement or ownership models?
- How the proposed character responds to climate change?
- How natural features such as tree planting, wetlands or other sustainable drainage systems can contribute to a positive character and perform a multifunctional role?

Built form

A coherent pattern of development

Page 126



60 **Built form** is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.

61 It is relevant to city and town centres, suburbs, villages and rural settlements. It creates a coherent framework that forms a basis for the design of individual developments within a place.

62 Well-designed places have:

- compact forms of development that are walkable, contributing positively to well-being and placemaking;
- accessible local public transport, services and facilities, to ensure sustainable development;
- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.

*The built form of this urban block is oriented to make the most of views towards the river. It steps to create a varied roof line, so that it sits sensitively in the wider historic industrial context. This helps to manage the levels of a sloping site. It also provides attractive roof terraces for residents. **The Malings, Ouseburn.***

B1 Compact form of development

63 Compact forms of development bring people together to support local public transport, facilities and local services. They make destinations easily accessible by walking or cycling wherever this is practical. This helps to reduce dependency upon the private car.

64 Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context.

Built form is determined by good urban design principles that combine layout, form and scale in a way that responds positively to the context. The appropriate density will result from the context, accessibility, the proposed building types, form and character of the development.

B2 Appropriate building types and forms

66 Well-designed places also use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place.

67 The built form of well-designed places relates well to:

- the site, its context and the opportunities they present;
- the proposed identity and character for the development in the wider place;
- the lifestyles of occupants and other users; and
- resource efficiency, climate change mitigation and adaptation. See

Resources.

68 Built form defines a pattern of streets and development blocks. Streets are places for people as well as for movement. Street types will depend on:

- their width, relating to their use;
- the height of buildings around them, the relationship with street width, and the sense of enclosure that results;
- how built up they are along their length, and the structure of blocks and routes that this creates;
- the relationship between building fronts and backs, with successful streets characterised by buildings facing the street to provide interest, overlooking and active frontages at ground level - see **Public spaces**; and
- establishing an appropriate relationship with the pattern, sizes and proportions of existing streets in the local area.



Considering the layout, grain and scale of buildings and spaces in different situations, and drawing inspiration from traditional street patterns, helps to create new developments that fit well into the surrounding context.

Built form

69 Well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline.

70 Proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration. This includes their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and the sky; and environmental impacts, such as sunlight, daylight, overshadowing and wind. These need to be resolved satisfactorily in relation to the context and local character.

B3 Destinations

71 Destinations provide opportunities for people to meet, share experiences and come together as a community. By bringing existing and new together, destinations become a place for everyone.

72 They create valuable opportunities for the built form to strengthen the local character of a place. The choice of site, layout, form and scale of built form, together with good design and well-considered materials, all help to add to local distinctiveness and create a sense of community.

73 In this way, local destinations become recognisable features that help people find their way around and feel a sense of identity. Involving potential users in the design process also helps to achieve this.

Definitions

Accessibility: The ability of people to move around an area and reach places and facilities, including older and disabled people, those with young children and those carrying luggage or shopping.

Compact form of development: Development that is planned with a relatively high residential density and an urban layout. Community facilities are closer to one another and their users, preserves more open landscape, and makes efficient use of land and resources.

Walkable: Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).

Destinations: Places or facilities that people want to visit. In a neighbourhood these may be transport hubs, open spaces, local services such as schools, shops, healthcare or community facilities.



The form of these new homes draws from local rural typologies, with a contemporary interpretation.
Carrowbreck Meadow, Norfolk



Flats are used to turn the corner of this urban block. Stepped bay windows and a large chimney stack to create a positive and interesting facade treatment on a prominent corner.
Pottergate, Alnwick, Northumberland

Good practice examples

- 1 This development is designed around a clear street hierarchy, a mix of open spaces and an associated variety of building types and sizes. **Great Western Park, Didcot.**
- 2 A network of streets and courts frame open spaces that allow views out to the hillside and coastline for existing and new residents. The built form adopts a contemporary approach to traditional typologies. **Officers Field, Weymouth.**
- 3 This higher density, urban development uses the size and location of open spaces, layout, orientation and stepping façades and roofs to break up the form. **St. Andrews Block B, Bromley-by-Bow, London.**



Looking forward

Have you considered:

- How the built form reduces reliance upon the car by promoting walking and cycling to local destinations, and prioritising public transport routes?
- How it can support evolving lifestyles? Working remotely or from home? Intergenerational living? Cohousing?
- How the layout, form and scale are a suitable starting point for an appropriate character?

Movement

Accessible and easy to move around

Page 130



Cycle and pedestrian movement that is well-overlooked and attractive. Packington Estate, Islington, London.

74 Patterns of **movement** for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.

75 Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

76 A well-designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

M1 An integrated network of routes for all modes of transport

77 A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes by rail, other public transport, walking, cycling and by car. Priority is given to pedestrian and cycle movements, subject to location and the potential to create connections.

78 Prioritising pedestrians and cyclists mean creating routes that are safe, direct, convenient and accessible for people of all abilities. These are designed as part of attractive spaces with good sightlines, so that people want to use them. Public rights of way are protected, enhanced and well-linked into the wider network of pedestrian and cycle routes.

79 In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Higher densities are dependent upon accessibility to public transport and essential facilities. To optimise density, it may be necessary to provide public transport infrastructure or to improve existing local transport services. A transport hub may represent an opportunity for a local increase in density, where appropriate to local context and character.

80 In a well-designed place, all modes of transport are positively designed into the built form. They are integrated into public spaces with character that people enjoy using. People move around in attractive streets and other public spaces - parks, natural open spaces and green corridors.

M2 A clear structure and hierarchy of connected streets

81 A clear layout and hierarchy of streets and other routes helps people to find their way around so that journeys are easy to make. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle.

82 Wider, more generous spaces are well-suited to busier streets, including streets served by public transport. They have enough space to create an attractive place for all users. Narrower streets are more suitable where there is limited vehicle movement and speeds are low. Mews, courtyards and culs-de-sac will generally only be appropriate at the most local level where there is little vehicular movement.

83 Well-designed streets create attractive public spaces with character, through their layout, landscape, including street trees, lighting, street furniture and materials.



Well-designed places have a hierarchy of well-connected routes, such as boulevards, streets, roads, avenues, mews and courts. New developments help to reinforce or extend the movement network. For pedestrians and cyclists, direct links create good connections to public transport and promote active travel, particularly where they are along routes with low levels of vehicular traffic.

M3 Well-considered parking, servicing and utilities infrastructure for all users

84 Parking standards are set locally and vary in response to local conditions. How parking is arranged has a fundamental effect on the quality of a place or development.

85 Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on-street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design.

86 Well-designed parking is attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.

87 Electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter.

88 Access for servicing is also well-integrated into developments, including for refuse collection, deliveries and removals. Bin stores are carefully integrated so that bins are not visible from the street (see **Homes and Buildings**).

89 Utilities services and infrastructure include water supply, sewerage, drainage, gas, electricity, full fibre broadband, digital infrastructure and telephones. Their siting and layout take into account:

- their space requirements and visual impact;
- convenient maintenance while not impeding the planting of street trees; and
- implications for foreseeable future changes in demand.



*A guided busway with dedicated pedestrian and cycle paths provides fast and direct links to connect new and existing neighbourhoods with employment and services in **Cambridgeshire**.*

Definitions

Movement network: The linked routes and connections for people and vehicles to go and move through places and spaces. Specific consideration is given to the needs of each of the different users of the network, including pedestrians, cyclists, public transport, cars and service vehicles.

Sustainable transport mode: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Green corridor: Uninterrupted network of natural features within an urban area that acts as a linkage for wildlife, and potentially for people.

Street clutter: Street furniture and landscape arranged so that streets are difficult to move through, use or are unattractive.

Good practice examples

- 1 A dedicated pedestrian and cycle Quietway route separates pedestrians and cyclists from vehicles in **Walthamstow, London**.
- 2 Streets are places for people as well as cars. **Poundbury, Dorchester**.
- 3 The street is designed with parking located in front of homes and screened with robust shrub planting and small trees. Planting is kept low to maintain visibility along the street and towards front doors. **Horsted Park, Kent**.



Looking forward

Have you considered:

- How to reduce reliance upon the private car? Moving away from car use for short journeys? Prioritising walking, cycling and public transport?
- How changing technology will continue to affect movement? Electric vehicles (cars and e-bikes) and their charging requirements? Private hire/driverless vehicles in terms of parking provision?
- How to improve air quality? Restrictions/charging for certain types of vehicles? Natural features such as trees, hedges or water?

Nature

Enhanced and optimised

Page 134



90 **Nature** contributes to the quality of a place, and to people's quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.

91 Well-designed places:

- integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience;
- prioritise nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity;
- provide attractive open spaces in locations that are easy to access, with activities for all to enjoy, such as play, food production, recreation and sport, so as to encourage physical activity and promote health, well-being and social inclusion.

*Informal doorstep play is located along a pedestrian route among planting and trees, well-overlooked by neighbouring homes. **South Gardens, Elephant Park, London.***

N1 Provide high quality, green open spaces with a variety of landscapes and activities, including play

92 Well-designed places provide usable green spaces, taking into account:

- the wider and local context, including existing landscape and ecology;
- access;
- how spaces are connected;
- the balance between public and private open spaces – see **Public spaces**;
- their potential to contribute to a strategic green infrastructure system, and to water management – see below;

- their ability to support a range of activities and provide amenity value; and
- how they are to be managed and maintained.

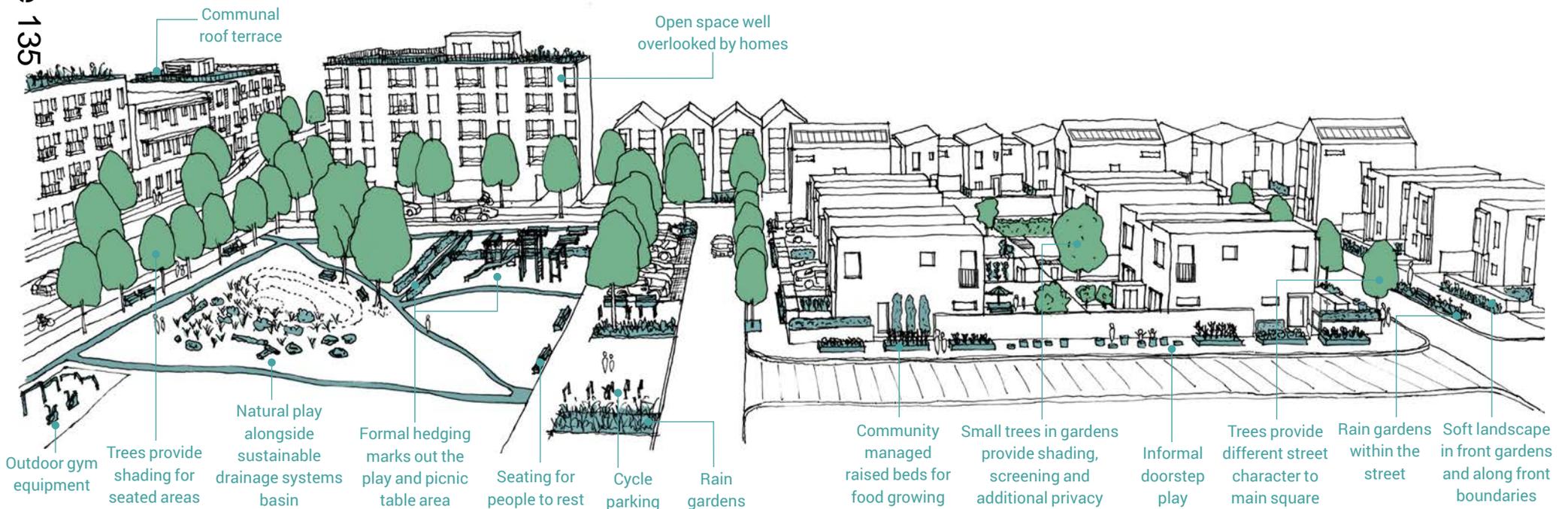
93 Open spaces are designed to be high quality, robust and adaptable over time so that they remain fit for purpose and are managed and maintained for continual use.

94 Open spaces include public, shared and private outdoor spaces with:

- a range of sizes and locations;

- a variety of natural and designed landscapes for everyone, with different functions to suit a diverse range of needs;
- opportunities for formal and informal play, exercise and rest that are accessible to all and with no segregation;
- well-integrated drainage, ecology, shading, recreation and food production that achieve a biodiversity net gain as required by the 25-year Environment Plan; and
- well-considered maintenance and management regimes based on an understanding of the costs for occupants or users.

Page 135



95 Public open spaces are open to all. They provide opportunities for comfort, relaxation, stimulation and social interaction in a safe environment. To encourage interaction in an open space, its location and structure need careful consideration along with its activities, versatility, and how it can be used and accessed by all groups of people.

N2 Improve and enhance water management

Water management maintains healthy water systems and is important for effective sustainable drainage systems. In well-designed places, water features form part of an integrated system of landscape, biodiversity and drainage. This includes new water features that manage drainage and also existing watercourses. Together with green and brown roofs, swales, rain gardens, rain capture and other drainage, water features create multifunctional 'green' sustainable drainage systems. They also enhance the attractiveness of open spaces and provide opportunities for play, interaction and relaxation.

97 Alternatively, places or developments may be designed to adapt to flood conditions. Examples may include a terraced open space where lower levels may become a water feature, or homes with habitable rooms lifted above flood level.



*Introducing planting softens and greens the city centre and provides pocket parks, so enhancing the quality of the public realm. **Grey to Green, Sheffield.***

N3 Support rich and varied biodiversity

98 Well-designed developments include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level. Green corridors can be used to extend and enhance existing ecosystems. Existing areas of valuable biodiversity are protected and enhanced. Priority is given to rare or critical habitats and species.

Definitions

Net gain for biodiversity: Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures. See the Natural Environment planning practice guidance for more detail.

Green infrastructure: A network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Sustainable drainage systems: Features designed to reduce flood risk, which are built to receive surface water run-off, such as constructed wetlands, permeable surfaces, retention ponds, green roofs and swales.

Good practice examples

1 Sustainable drainage systems and trees are incorporated into streets, creating a high quality, green setting for new homes and contributing to the character of the neighbourhood. **Upton, Northampton.**

2 Ponds are used as a key part of the sustainable drainage systems strategy to manage drainage and provide an attractive rural outlook from neighbouring homes. **Houlton, Rugby.**

3 New landscape in the courtyards of these existing homes promotes well-being and social interaction. It includes abundant planting with trees and wild flower meadows, new paths and seating, and carefully integrated parking. **Maritime Streets, Barrow-in-Furness, Cumbria.**



Looking forward

Have you considered:

- How to achieve a net gain in biodiversity?
- The impact of climate change on biodiversity?
- How natural features can contribute to quality, while addressing technical issues? Wetlands/ ponds?
- How natural features contribute to climate change mitigation or adaptation? Tree planting for CO₂ absorption and/ or shade?

Public spaces

Safe, social and inclusive



99 The quality of the spaces between buildings is as important as the buildings themselves. **Public spaces** are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.

100 Well-designed places:

- include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion;
- have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks;
- have public spaces that feel safe, secure and attractive for all to use; and
- have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.

*High quality public space at the heart of the city centre, designed as a flexible space with water features for play and animation. **City Park, Bradford.***

P1 Create well-located, high quality and attractive public spaces

101 Well-designed public spaces, particularly streets, are designed to support an active life for everyone, and are maintained for continual use. It is important to design them to include all of the users who may wish to use them for activities such as socialising, informal doorstep play, resting and movement. Their success depends on them being fit for purpose, attractive places that people enjoy using.

102 In well-designed places, streets are public spaces that are open to all. They encourage people to walk and cycle rather than to depend upon cars, particularly for short, local journeys. They are accessible and designed to meet the needs of their most vulnerable users. Shared space schemes that remove the distinction between the pavement and carriageway address the needs of people with disabilities, particularly visual impairment.

103 High quality public spaces include natural elements such as tree planting or water. These may be sited within the space itself, associated with the buildings around its edges or in the backdrop of views (See **Nature**). The design of landscape influences the microclimate and can promote a sense of tranquillity.

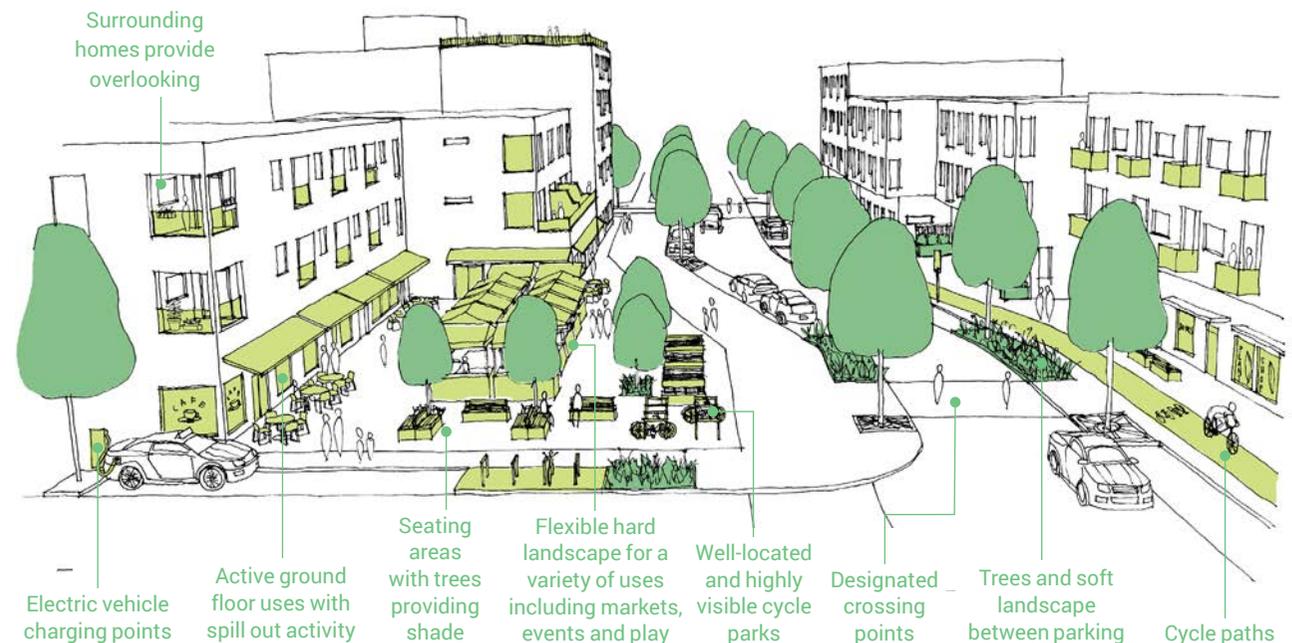
P2 Provide well-designed spaces that are safe

104 Well-designed public and shared amenity spaces feel safe for people who occupy the buildings around them, and also for visitors and passers-by. They help to overcome crime and the fear of crime.

105 Careful planning and design create the right conditions for people to feel safe and secure, without the need for additional security measures.



*New public space that accommodates a range of activities, with a mix of uses around its edges, including a supermarket and housing. **The Russells, Broadway, Worcestershire.***



These include:

- buildings around the edges of a space;
- active frontages along its edges, provided by entrances onto the space and windows overlooking it, so that people come and go at different times;
- natural surveillance from inside buildings provided by windows and balconies, so that users of the space feel they might be overlooked by people from inside;
- reasons for people to enter into the space, for an activity or destination or because it is on a natural line of direction of travel;
- risk assessment and mitigation at an early stage of the design process, so security measures can be integrated into positive design features.

P3 Make sure public spaces support social interaction

106 Well-designed public spaces are social spaces, providing opportunities for comfort, relaxation and stimulation for all, regardless of the type or tenure of the homes around them. They have widespread appeal, are able to accommodate people with different needs and can help combat social isolation and loneliness.



High quality green public spaces provide key pedestrian links to local facilities, a range of outdoor amenity including play areas, and a net gain in biodiversity. **Beaulieu Park, Chelmsford.**

107 A well-designed public space that encourages social interaction is sited so that it is open and accessible to all local communities. It is connected into the movement network, preferably so that people naturally pass through it as they move around. It appeals to different groups. This is influenced by the range of activities that can happen within the space and who they are for. It is also influenced by the versatility and accessibility of its design. The uses around its edges reinforce its appeal and help make it into a destination.

Definitions

Active frontage: The front of a buildings with openings onto the space that generate activity and engagement between the building interior and the space outside, particularly entrances.

Natural surveillance: When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

Good practice examples

- 1 The street is designed to prioritise pedestrians with a focus on social interaction, such as play, communal gatherings and places to sit with neighbours. **Marmalade Lane, Cambridge.**
- 2 Central urban public space with tree planting and grass provides a peaceful space to meet and interact in the city. **West Smithfield, The City of London.**
- 3 Central pedestrianised street activated with cafés and shops spilling out, and strategically located trees, benches and bike stands to separate the external space of shop units from a central zone for movement. **Castle Street, Kingston upon Thames.**



Looking forward

Have you considered:

- How the design of public spaces can mitigate the 'heat island' effect? By planting trees? Introducing water into spaces?
- How to accommodate different users to prioritise walking and cycling? Using segregated spaces? Traffic calming measures?
- How public spaces meet the needs of the most vulnerable users – both young and old?

Uses

Mixed and integrated



108 Sustainable places include a mix of **uses** that support everyday activities, including to live, work and play.

109 Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.

110 Where there is rapid social and economic change, such as sustainable growth or diversification in rural communities or town centres, well-designed buildings and places are able to accommodate a variety of uses over time.

111 Well-designed places have:

- a mix of uses including local services and facilities to support daily life;
- an integrated mix of housing tenures and types to suit people at all stages of life; and
- well-integrated housing and other facilities that are designed to be tenure neutral and socially inclusive.

A high quality, mixed-use development with active frontages rejuvenates a town centre. Dickens Yard, Ealing, London.

U1 A mix of uses

112 Successful communities require a range of local services and facilities including schools, nurseries, workplaces, healthcare, spiritual, recreational, civic and commercial uses. These:

- represent the needs and aspirations of the existing and future local community, including all ages and abilities;
 - support everyday life and encourage sustainable lifestyles;
 - are convenient and within walking or cycling distance on accessible routes to local homes and other facilities; and
- are located to complement rather than conflict with neighbouring uses in terms of noise, servicing and ventilation.

Mixed-use development creates an active and vibrant place that feels like a centre or destination. Typically, it is appropriate in urban locations and the centres of larger scale developments.

114 In well-designed mixed-use development, the interrelationship between different uses is designed to cater well for all users. Particular attention is paid to:

- the arrangement of ground floor uses, to ensure they are occupied successfully; and
- the access arrangements to upper floors, especially to homes.

U2 A mix of home tenures, types and sizes

115 Well-designed neighbourhoods provide a variety and choice of home to suit all needs and ages. This includes people who require affordable housing or other rental homes, families, extended families, older people, students, and people with physical disabilities or mental health needs.

116 Where different tenures are provided, they are well-integrated and designed to the same high quality to create tenure neutral homes and spaces, where no tenure is disadvantaged.

117 Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities.

118 Well-designed larger scale developments include a range of tenures. They also promote a variety of development models, such as community-led development, self- and custom-build and build to rent. This supports a diversity of delivery, by small as well as large developers. It also helps to create rich, diverse settlements.



Estate regeneration including new mixed tenure homes, a community centre and a Multi-Use Games Area for social and physical well-being. Bourne Estate, Holborn, London.

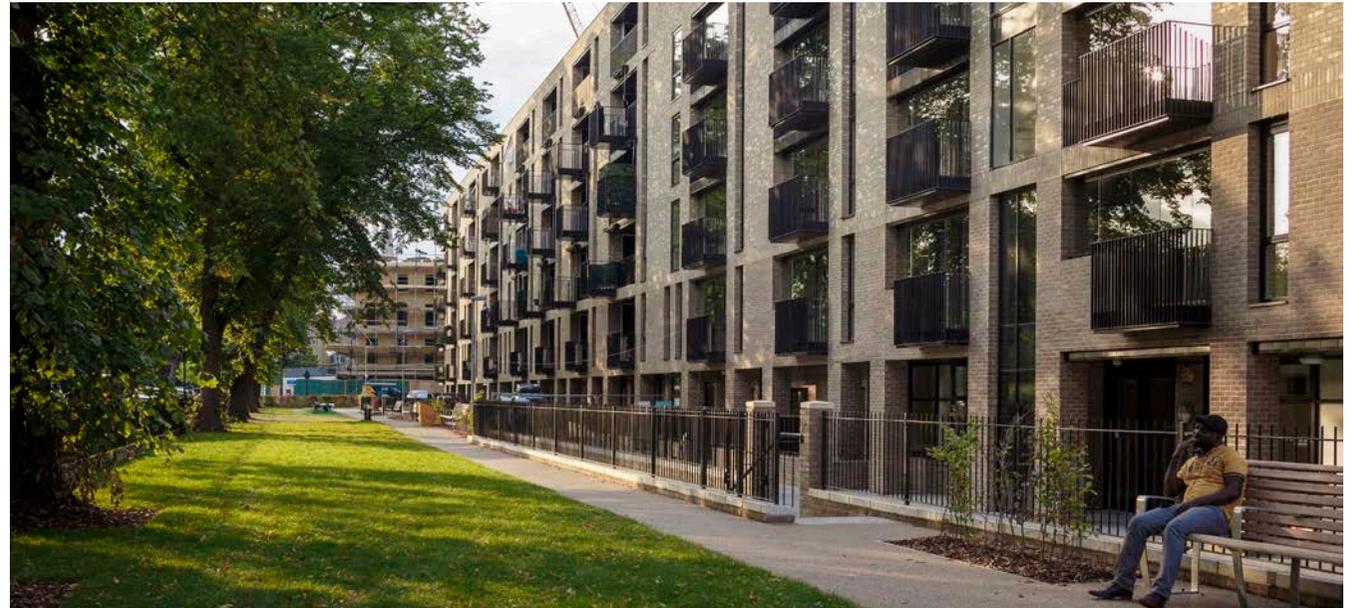


A large mixed-use canal-side development with a range of mixed uses including commercial and residential around a central square. The square is designed to accommodate a variety of uses and events. It has many access points and is well-overlooked by neighbouring buildings. Brindleyplace, Birmingham.

U3 Socially inclusive

119 Good design promotes social inclusion by:

- contributing to creating balanced and mixed neighbourhoods that are suitable and accessible for all;
- maximising the potential for social integration in the layout, form and appearance of types of development;
- avoiding features that could create actual or perceived barriers, or contribute to segregation, both within the development and with its surroundings;
- providing a consistent level of design quality across tenures, to support social integration; and
- using local resources such as schools, nurseries, community facilities, parks, other open spaces, health, and religious or cultural facilities in layouts to promote social interaction and integration, and help combat loneliness.



*Multiple tenures including private ownership, rent, shared ownership and specialist housing groups, with no visual distinction in the facade or difference to communal entrances from the front. **Buckleuch House, Clapton, London.***

Definitions

Tenure neutral: Housing where no group of residents is disadvantaged as a result of the tenure of their homes. There is no segregation or difference in quality between tenures by siting, accessibility, environmental conditions, external facade or materials. Homes of all tenures are represented in equally attractive and beneficial locations, and there is no differentiation in the positions of entrances. Shared open or play spaces are accessible to all residents around them, regardless of tenure.

Mixed-use development: Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or in close proximity within a particular area.

Good practice examples

① A village square is the focus of the community, faced by a mix of uses including a primary school with community centre, a nursery, shops, offices and flats and extra-care housing with a public cafe, shops, offices and flats. It creates a popular, flexible space for community activities. **Lightmoor, Telford.**

② A mix of house types and tenures for a range of housing needs are visually integrated, creating a mixed neighbourhood that faces onto a tree-lined avenue in a Conservation Area. **The Avenue, Saffron Walden.**

③ A new church, cafe and community space is integrated in a new residential development. **Frampton Park Baptist Church, Hackney, London.**



Looking forward

Have you considered:

- How to introduce or promote a broad mix of uses to bring vibrancy to neighbourhood or other centres, including high streets?
- Will buildings be able to adapt to evolving uses, as changing technology affects patterns of work, shopping and leisure?
- How the use of community buildings and other facilities could be shared?
- How to make sure that developments are tenure neutral and do not disadvantage any group of residents?

Homes & buildings

Functional, healthy and sustainable

Page 146



120 Well-designed **homes and buildings** are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.

121 They meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time.

122 Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by.

123 Well-designed homes and buildings:

- provide good quality internal and external environments for their users, promoting health and well-being;
- relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion; and
- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

*A balcony has space for sitting and growing plants. It faces out to the public realm, but maintains a sense of enclosure and privacy. **Prince Charles House, St Austell.***

H1 Healthy, comfortable and safe internal and external environment

124 Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, accessibility and adaptability.

125 Well designed homes and buildings are efficient and cost effective to run. They help to reduce greenhouse gas emissions by incorporating features that encourage sustainable lifestyles. They maximise natural ventilation, avoid overheating, minimise sound pollution and have good air quality.

126 Well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation. The quality of internal space needs careful consideration in higher-density developments, particularly for family accommodation, where access, privacy, daylight and external amenity space are also important.

127 Where a need is identified, Local Plans may adopt the Nationally Described Space Standards and those for accessibility and water.

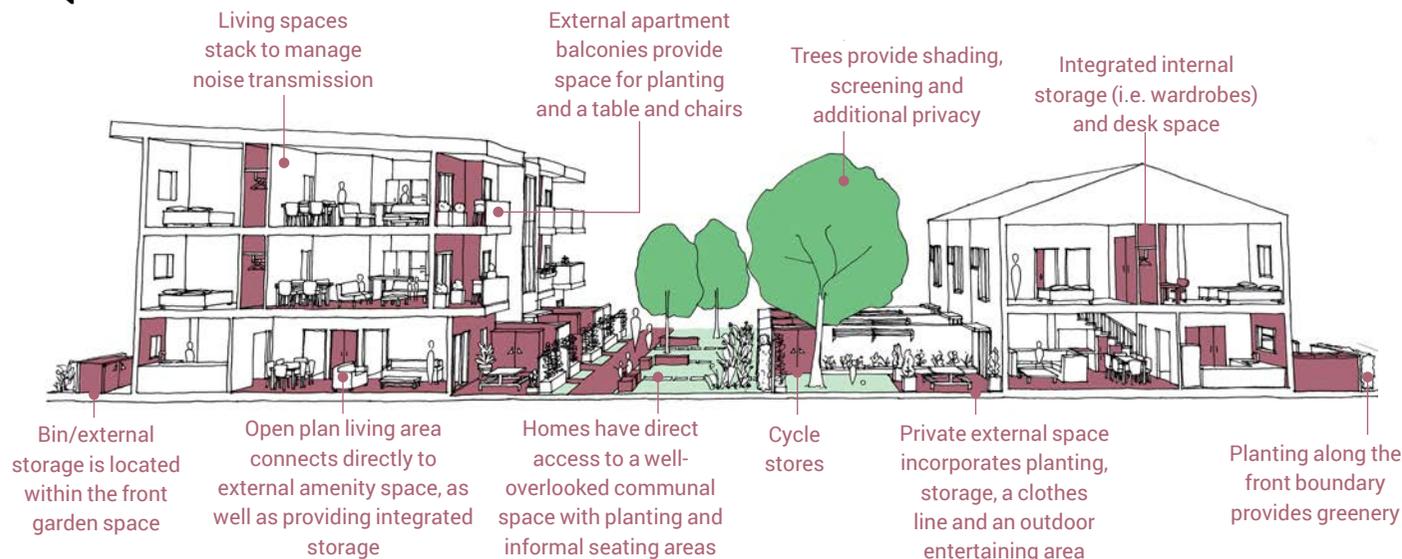
128 Well-designed buildings have building safety requirements under other legislation in mind from the outset to provide a safe and secure environment for occupants and users. They allow ease of access for emergency services, and facilities for the safe access to and from buildings in the need for evacuation.

H2 Well-related to external amenity and public spaces

129 Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking (see **Movement**), are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy. External spaces are designed to respond to local character, as appropriate solutions will vary by the context, for example whether it is a town centre or suburb.

130 Well-designed private or shared external spaces are fit for purpose and incorporate planting wherever possible. The appropriate size, shape and position for an external amenity space can be defined by considering:

- how the associated building sits in the wider context, including access to public and open spaces;
- how the amenity space will be used, what for, and by whom;



- environmental factors that may affect its usability, such as sunlight and shade, noise or pollution;
- wider environmental factors affecting its quality or sustainability, such as a green corridor or drainage.

131 Well-designed shared amenity spaces feel safe and secure for their users. They are social spaces providing opportunities for comfort, relaxation and stimulation - including play - for residents, regardless of the type or tenure of homes. They are well-overlooked and all of the residents who share them can access them easily.

132 Private amenity spaces including balconies enhance visual and outdoor amenity. They can also provide a degree of privacy and separation for living areas from adjoining public space. Front gardens may incorporate planting to add to natural features within the public space.

133 Well-designed buildings relate well to the public spaces around them. The interface between building and public space is carefully designed so that it is positive and appropriate to its context (see also **Context**, **Identity** and **Public spaces**) and to the occupants and passers-by who use them.

H3 Attention to detail: storage, waste, servicing and utilities

134 Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future. They include:

- Local waste storage, management and pick up: Refuse bins for all the different types of collection, including landfill, recycling and food waste. They are accessible and well-integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid clutter. Where refuse bins are required to be on a street frontage or in a location that is visible from a street, they are sited within well-designed refuse stores that are easy for occupants to use.
- Services including utilities and window cleaning: Simple electric, lighting and water systems are discreet and well-designed. They are easy to access, clean and maintain.
- Exterior details: Drainpipes, gutters and meter boxes are integrated into the wider design to avoid a cluttered appearance.
- Cycle storage: Conveniently positioned and sensitively integrated into public spaces, amenity space or buildings.



*Well-designed and naturally lit internal spaces with views out. **Hortsley, Seaford.***

Definitions

Amenity space: The outside space associated with a home or homes. It may be private or shared, depending on the building it serves.

Good practice examples

1 House frontages are carefully designed with generous windows from habitable rooms, visible and attractive front doors and planting to act as buffer between the pavement and window. **Caudale, Camden, London.**

2 Affordable housing with simple design is well-integrated into a mixed tenure development. **Derwenthorpe, York.**

3 Internal habitable rooms have high levels of natural daylight and connect well to gardens and terraces. **Accordia, Cambridge.**



Looking forward

Have you considered:

- How the design and development of homes addresses different lifestyles, abilities and stages of life, including an ageing population?
- How it enables a variety of different development models? Community-led development? Cohousing?
- How the design of homes is adaptable to meet the future needs of residents? Whole life approaches?

Resources

Efficient and resilient



Low energy housing with passive solar design, including shading to prevent overheating in summer, and highly insulated thermal mass construction.
Great Bow Yard, Langport, Somerset

135 Well-designed places and buildings conserve natural **resources** including land, water, energy and materials. Their design responds to the impacts of climate change. It identifies measures to achieve:

- mitigation, primarily by reducing greenhouse gas emissions and minimising embodied energy; and
- adaptation to anticipated events, such as rising temperatures and the increasing risk of flooding.

136 A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO₂ absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.

137 Well-designed places:

- have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water;
- are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste;
- use materials and adopt technologies to minimise their environmental impact.

R1 Follow the energy hierarchy

138 Well-designed places and buildings follow the energy hierarchy, starting with:

- reducing the need for energy;
- energy efficiency (see below);
- maximising the potential for energy supply from decentralised, low carbon and renewable energy sources, including community-led initiatives; and then
- efficiently using fossil fuels from clean technologies.

139 They maximise the contributions of natural resources such as sun, ground and wind, and include passive measures for light, temperature, ventilation and heat.

140 They make use of renewable energy infrastructures, such as photovoltaic arrays, ground source heat pumps and district heating systems, to reduce demand for non-sustainable energy sources. IT advances and app-based solutions allow users of well-designed places and homes to take ownership or management of these systems in order to use them most efficiently.

141 Good developments minimise the cost of running buildings and are easy and affordable for occupants to use and manage.

R2 Selection of materials and construction techniques

142 The selection of materials and the type of construction influence how energy efficient a building or place can be and how much embodied carbon it contains.

143 Well-designed proposals for new development use materials carefully to reduce their environmental impact. This may be achieved in many different ways, for instance through materials that are locally sourced, high thermal or solar performance; or designs based on the typical dimensions of materials to reduce waste.

144 A well-designed place is durable and adaptable, so that it works well over time and reduces long-term resource needs. The re-use and adaptation of existing buildings reduces the consumption of resources and contributes to local character and context.

145 New construction techniques may contribute towards improving efficiency, productivity and the quality of new homes and buildings. These include the off-site manufacture of buildings and components using innovative and smart technologies, supported by digital infrastructure. They offer the potential to reduce whole life costs and for users to customise the products. Careful consideration needs to be given to placemaking, local distinctiveness and the character of new homes and buildings.



A community self-build project with a range of house types and a commitment by residents to support and live to environmental values. Ashley Vale, Self-build, Bristol.

R3 Maximise resilience

146 Well-designed places are robust and take account of local environmental conditions, both prevailing and forecast. They contribute to community resilience and climate adaptation by addressing the potential effects of temperature extremes in summer and winter, increased flood risk, and more intense weather events such as rainstorms.

147 Well-designed buildings make the most of passive design strategies to minimise overheating and achieve internal comfort. These include:

- 152 the layout and aspect of internal spaces;
- 152 insulation of the external envelope and thermal mass;
- management of solar gain; and
- natural ventilation.

They may be supported by other measures where necessary.

148 Well-designed public and open spaces incorporate planting, structures and water for comfort. They create shade and shelter for their users, improve air quality and mitigate the effects of pollution. Deciduous trees provide shade to buildings, helping to manage solar gain when needed in summer months. These landscape features also contribute to reducing the 'heat island' effect whereby the temperatures in built up areas are significantly higher than outside them.



An old chocolate factory has been converted to apartments with new housing alongside the original buildings. This compact development is located close to a train station and local facilities. **The Chocolate Quarter, Keynsham**

149 Well-designed places have sustainable drainage systems to manage surface water, flood risk and significant changes in rainfall. Urban environments make use of 'green' sustainable drainage systems and natural flood resilience wherever possible (see **Nature**). Homes and buildings also incorporate flood resistance and resilience measures where necessary and conserve water by harnessing rainfall or grey water for re-use on-site.

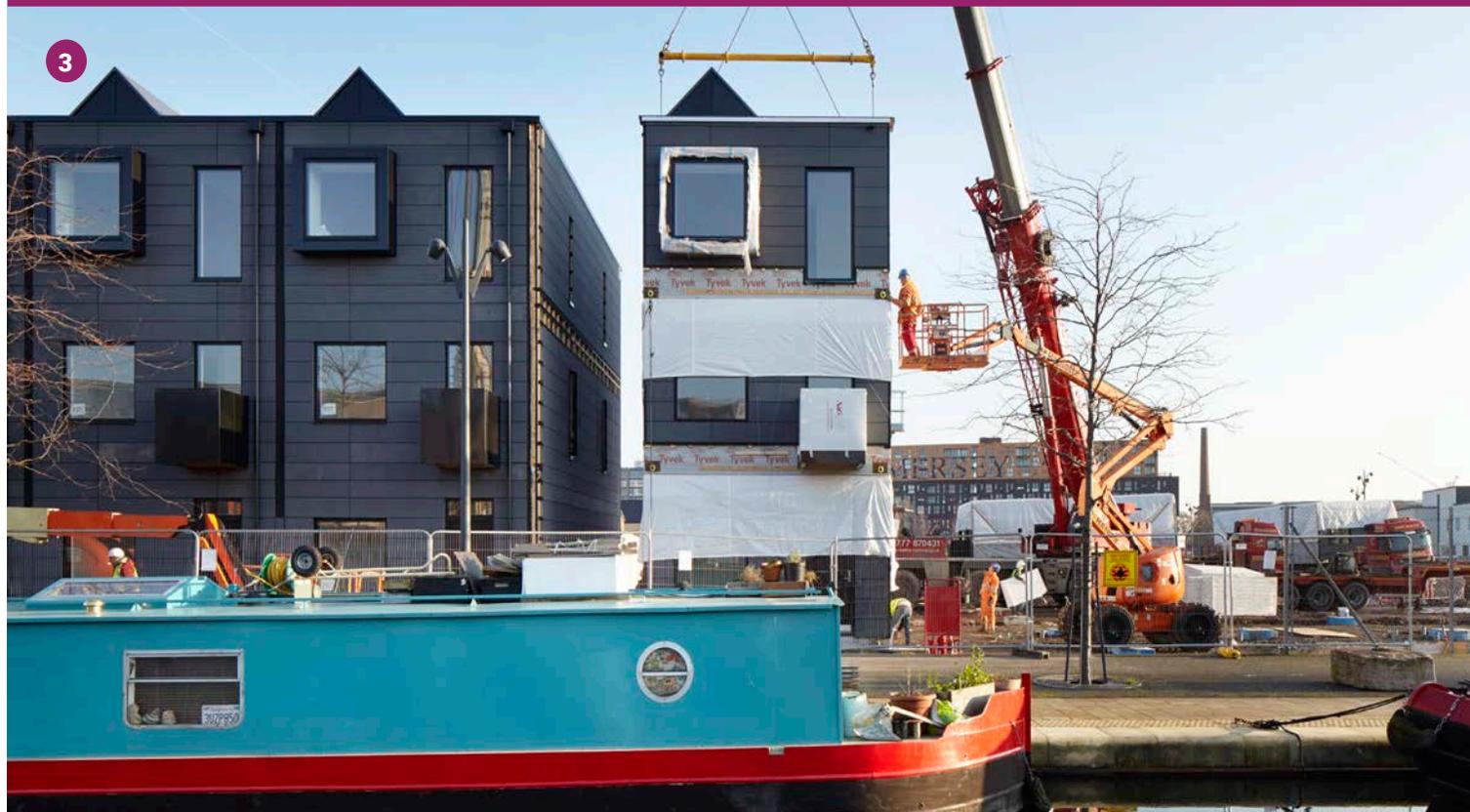
Definitions

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Good practice examples

- 1 A communal winter garden, events space and artist's residence were created from two derelict terraced houses for the benefit of the local community. **Granby Winter Garden, Liverpool.**
- 2 A social housing development that sits well in the local urban context and meets high environmental standards. **Goldsmith Street, Norwich.**
- 3 Modular homes improve quality through factory production and minimise on-site construction time. **New Islington, Manchester.**



Looking forward

Have you considered:

- How the design of developments can mitigate or adapt to extreme weather events?
- How changing energy technologies, including electrical storage, will influence places?
- How design, procurement and construction can take up new opportunities and future trends to minimise the use of resources? For example, in digital, construction and energy technologies and infrastructure?

Lifespan

Made to last



150 Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their **lifespan**. They have an emphasis on quality and simplicity.

151 Well-designed places, buildings and spaces are:

- designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages;
- robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully;
- adaptable to their users' changing needs and evolving technologies; and
- well-managed and maintained by their users, owners, landlords and public agencies.

Garden City principles include community ownership of land, long-term stewardship of assets and community engagement in management. Letchworth Garden City, Hertfordshire.

L1 Well-managed and maintained

152 Good management contributes to the resilience, attractiveness and beauty of a place. Well-designed places are robust, durable and easy to look after. They are designed so management and maintenance responsibilities are clearly defined for all parts of a development.

153 Well-designed places consider management and maintenance regimes from the early stages of the design process. They take into account potential impacts on communities such as in the form of service charges or where management will pass into their control. Management of local waste, cleaning, parking, internal common spaces, shared spaces and public spaces are all considered from the outset. These include play areas, open spaces, streets and other public spaces.

154 Community management systems are designed in from the start, with users and stakeholders involved during the design process, so that they are fit for purpose.

155 High density urban developments, including tall buildings also consider long-term management requirements, such as for the renewal of cladding systems.

L2 Adaptable to changing needs and evolving technologies

156 While public places are inclusive to all, well-designed private places, such as homes and gardens, are designed to be flexible to adapt to the changing needs of their users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

157 Well-designed places also have high-speed digital connectivity in order to provide options and information for education, health, leisure, social interaction, businesses and home working.



*Affordable housing for local people developed by a Community Land Trust in **Brambleside, St Teath**.*



*A cohousing scheme built around a large communal courtyard provides an alternative, community-focused housing option, where residents were involved in the design process throughout. **New Ground Cohousing, Barnet, London**.*

L3 A sense of ownership

158 Well-designed places clearly define the boundaries for private, shared and public spaces, making it more likely that occupants will use, value and take ownership of them.

159 They include features that encourage users to really care for them. For example, well-sized apartment balconies with enough space for people to enjoy sitting out and personalising them with a degree of privacy. Shared spaces are visible and easy to get to, so they feel accessible to their intended users. They are also flexible so can be used for a variety of activities.

160 Community management and maintenance of shared amenities - such as halls and gardens - is more likely to be a success when the future community is involved in the design process from the start.



*A communal terrace is provided for all residents to enjoy in this community-led estate regeneration scheme. **Marklake Court, Southwark, London.***

Definitions

Community management: The communal management of a shared resource or facility by an organisation controlled by the community who it benefits.

Good practice examples

1 A corner house with an annexe provides options for multi-generation living. It is a positive response to a corner site in a terraced housing layout. **Chobham Manor, Stratford, London.**

2 A communal green, overlooked by neighbouring homes, is a place for the local community to come together. **The Triangle, Swindon.**

3 A large site has been allocated for self- and custom-build, with affordable plots providing new options for housing delivery, as well as affordable homes and some apartments for sale. This embeds homeowners into the design process from the start and ensures the homes are fit for their needs. **Graven Hill, Bicester.**



Looking forward

Have you considered:

- How management and stewardship may evolve with digital technologies and management systems?
- How new and flexible working practices may affect places?
- How changing home ownership and rental patterns will affect places?
- How changing construction technologies will influence management and maintenance?

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Part 3:

National Model Design Code

Page 159



National Model Design Code

161 A National Model Design Code, will be published setting out detailed standards for key elements of successful design.

162 This will be subject to consultation and consider the findings of the Building Better, Building Beautiful Commission who are due to publish their final report in December 2019, including recommendations to the Government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods.

163 The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.

164 This could include:

- the factors to be considered when determining whether façades of buildings are of sufficiently high quality;
- how landscaping should be approached (including the importance of streets being tree-lined wherever possible);
- that new developments should utilise a pattern of clear front and backs; and
- that developments should clearly take account of local vernacular, architecture and materials.

165 The Government understands that quality design does not look the same across different areas of the country, for instance, that by definition local vernacular differs.

166 It is for this reason, that local planning authorities will be expected to develop their own design codes or guides, taking in to consideration the National Model Design Code. These will set out clear parameters for what good quality design looks like in their area, following appropriate local consultation.

167 Paragraph 130 of the National Planning Policy Framework states clearly that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides.

168 In the absence of local design guidance, local planning authorities will be expected to defer to the illustrated National Design Guide and National Model Design Code. This will be consulted on, alongside the consultation on the use of the National Model Design Code, in early 2020.

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Part 4: References

Page 163



References

169 The ten characteristics in this National Design Guide are based on the objectives for design set out in Chapter 12: Achieving well-designed places of the National Planning Policy Framework.

170 There are many other guides to good design and placemaking. They provide more detailed guidance and examples of best practice on particular topics to inform local authority officers and councillors, applicants and their design teams, and also local communities.

171 The following is a list of key references that provide further information to the guidance set out within the National Design Guide.

172 Part 4 also provides details for the good practice examples that illustrate the ten characteristics, and image credits, in Table 1.

173 Other chapters of the National Planning Policy Framework and the planning practice guidance provide more detail on the Government's policy in relation to some of the ten characteristics, as set out in Tables 2 and 3.

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Table 1: Good practice examples and image credits

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p.13, image 2	The Piggeries, Frome, Somerset	Guinness Trust	APG Architecture	Mendip District Council	© Liz Kessler
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Table 2: National Planning Policy Framework chapters and planning practice guidance relevant to the National Planning Policy Framework objectives for good design

<i>National Planning Policy Framework objective for good design</i>	<i>National Planning Policy Framework chapter</i>	<i>Planning practice guidance</i>
Promote safety and security	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 	Healthy and safe communities
Health and well-being	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 	Healthy and safe communities
Inclusion	<ul style="list-style-type: none"> 5 Delivering a sufficient supply of homes 8 Promoting healthy and safe communities 12 Achieving well-designed places 	Housing for older and disabled people Healthy and safe communities
Address the needs of an ageing population	<ul style="list-style-type: none"> 5 Delivering a sufficient supply of homes 8 Promoting healthy and safe communities 	Housing for older and disabled people Healthy and safe communities
Community cohesion and resilience	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 	Healthy and safe communities
Creating mixed and balanced communities	<ul style="list-style-type: none"> 5 Delivering a sufficient supply of homes 	Housing needs of different groups
Help to make development acceptable to communities	<ul style="list-style-type: none"> 12 Achieving well-designed places 	Design
Visually attractive	<ul style="list-style-type: none"> 12 Achieving well-designed places 	Design
Sympathetic to local character/ local history	<ul style="list-style-type: none"> 12 Achieving well-designed places 16 Conserving and enhancing the historic environment 	Historic environment Light pollution Noise
Accessible	<ul style="list-style-type: none"> 6 Building a strong, competitive economy 8 Promoting healthy and safe communities 9 Promoting sustainable transport 12 Achieving well-designed places 	Sustainable transport and accessibility Healthy and safe communities
With a high standard of amenity	<ul style="list-style-type: none"> 12 Achieving well-designed places 	Open space, sports and recreation facilities, public rights of way and local green space Advertisements Historic environment Natural environment

<i>National Planning Policy Framework objective for good design</i>	<i>National Planning Policy Framework chapter</i>	<i>Planning practice guidance</i>
Well-functioning	12 Achieving well-designed places	Design
Supported by local facilities and transport networks	<ul style="list-style-type: none"> 5 Delivering a sufficient supply of homes 8 Promoting healthy and safe communities 9 Promoting sustainable transport 12 Achieving well-designed places 15 Conserving and enhancing the natural environment. 	Sustainable transport and accessibility
Last a lifetime	<ul style="list-style-type: none"> 9 Promoting sustainable transport 12 Achieving well-designed places 14 Meeting the challenge of climate change, flooding and coastal change 	Climate change Flood risk and coastal change Design Sustainable transport and accessibility
Optimise the potential of a site	<ul style="list-style-type: none"> 11 Making effective use of land 12 Achieving well-designed places 	Effective use of land
Addressing climate change, including resource and energy efficiency and risk of flooding	<ul style="list-style-type: none"> 14 Meeting the challenge of climate change, flooding and coastal change 	Renewable and low carbon energy Climate change Water supply, waste water and water quality Flood risk and coastal change
Promoting sustainable transport	<ul style="list-style-type: none"> 9 Promoting sustainable transport 	Sustainable transport and accessibility Air quality
Responding to technological change	<ul style="list-style-type: none"> 9 Promoting sustainable transport 14 Meeting the challenge of climate change, flooding and coastal change 	Sustainable transport and accessibility Climate change Renewable and low carbon energy

Table 3: National Planning Policy Framework chapters and planning practice guidance relevant to the ten characteristics

<i>Characteristic</i>	<i>National Planning Policy Framework chapter</i>	<i>Planning practice guidance</i>
Context	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 14 Meeting the challenge of climate change, flooding and coastal change 15 Conserving and enhancing the natural environment 16 Conserving and enhancing the historic environment 	<ul style="list-style-type: none"> Design Historic environment Natural environment Healthy and safe communities Flood risk and coastal change Climate change
Identity	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 15 Conserving and enhancing the natural environment 16 Conserving and enhancing the historic environment 	<ul style="list-style-type: none"> Design Healthy and safe communities Natural environment Historic environment
Built form	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 9 Promoting sustainable transport 11 Making effective use of land 12 Achieving well-designed places 	<ul style="list-style-type: none"> Design Healthy and safe communities Sustainable transport and accessibility Effective use of land
Movement	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 9 Promoting sustainable transport 12 Achieving well-designed places 	<ul style="list-style-type: none"> Design Healthy and safe communities Sustainable transport and accessibility Open space, sports and recreations facilities, public rights of way and local green space
Nature	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 14 Meeting the challenge of climate change, flooding and coastal change 15 Conserving and enhancing the natural environment 	<ul style="list-style-type: none"> Design Healthy and safe communities Climate change Natural environment Flood risk and coastal change Open space, sports and recreations facilities, public rights of way and local green space

<i>Characteristic</i>	<i>National Planning Policy Framework chapter</i>	<i>Planning practice guidance</i>
Public spaces	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 9 Promoting sustainable transport 12 Achieving well-designed places 	Design Healthy and safe communities Sustainable transport and accessibility Open space, sports and recreations facilities, public rights of way and local green space
Uses	<ul style="list-style-type: none"> 2 Achieving sustainable development 5 Delivering a sufficient supply of homes 6 Building a strong, competitive economy 7 Ensuring the vitality of town centres 8 Promoting healthy and safe communities 12 Achieving well-designed places 	Design Housing for older and disable people Healthy and safe communities Town centres and retail Effective use of land
Homes & buildings	<ul style="list-style-type: none"> 8 Promoting healthy and safe communities 12 Achieving well-designed places 	Design Healthy and safe communities Effective use of land Housing for older and disabled people Noise
Resources	<ul style="list-style-type: none"> 12 Achieving well-designed places 14 Meeting the challenge of climate change, flooding and coastal change 	Design Climate change Flood risk and coastal change Renewable and low carbon energy
Lifespan	<ul style="list-style-type: none"> 10 Supporting high quality communications 12 Achieving well-designed places 	Design Renewable and low carbon energy



Committee:	Planning Policy Working Group	Date:	Tuesday, 5 November 2019
Title:	Sports Facilities & Recreation Strategy Assessment		
Report Author:	Stephen Miles, Planning Policy Team Leader smiles@uttlesford.gov.uk		

Summary

1. In May 2018, Uttlesford District Council commissioned:
 - A detailed assessment of existing sports and recreation facilities and spaces, and the sport and recreational needs of future residents of Uttlesford up to 2033 and beyond in relation to the proposed Garden Communities.
 - A comprehensive strategy for the provision of sport and recreational facilities and spaces.
2. This evidence base is intended to inform future planning policies, priorities, infrastructure delivery and investment. It consists of three key strands of work, each with an assessment report and associated strategy and recommendations:
 - i. Playing pitch strategy – Assessment report and Strategy & Action Plan
 - ii. Open Space – Assessment Report and Standards Paper
 - iii. Indoor and built facilities strategy – Assessment Report and Strategy

Recommendations

3. That PPWG recommend Cabinet endorse the three strategies: the Playing Pitch Strategy and Action Plan, Indoor and Built Facilities Strategy and the Open Space Standards as material considerations for development planning applications.

Financial Implications

4. This evidence base was completed as within the Local Plan budget.
5. Endorsing this as a material consideration will support securing development contributions towards sport facilities and open space.
6. Monitoring the provision and recommended actions will be part of the Planning policy team workload and be supported from existing budgets.
7. There are implications relating to the actions that are outside of the scope of planning.

Background Papers

8. The following papers were referred to by the author in the preparation of this report and are available for inspection on the Uttlesford Council website.
- [Uttlesford Open Space Assessment Report, February 2019](#)
 - [Uttlesford Open Space Study Standards Paper, February 2019](#)
 - [Uttlesford Playing Pitch Strategy Assessment Report, May 2019](#)
 - [Uttlesford Playing Pitch Strategy & Action Plan, May 2019](#)
 - [Uttlesford Sports Facilities & Recreation Indoor Needs Assessment Report, December 2018](#)
 - [Uttlesford Indoor & Built facilities Strategy, February 2019](#)

Impact

9.

Communication/Consultation	The assessment process has involved consultation with key stakeholders in accordance with Sport England guidance, including Sport England, games associations, clubs, parish/town councils, schools, facility providers and users.
Community Safety	N/a
Equalities	The assessment and recommendations have been developed in the context of resolving community priorities and challenges, and addressing health and wellbeing priorities.
Health and Safety	N/a
Human Rights/Legal Implications	N/a
Sustainability	The purpose of this evidence base is to support sustainable development.
Ward-specific impacts	All wards
Workforce/Workplace	This would involve councillors, officers from planning and other departments and others where necessary.

Situation

10. This evidence base was developed in order to understand existing and future demand of sports and recreation facilities in Uttlesford, to inform the emerging

Local Plan. It has been developed in consultation with Sport England, games associations, clubs, parish/town councils, schools, facility providers and users.

11. It should be noted that the scope of these documents goes beyond the Council's plans and functions as the local planning authority, there are elements of the strategies that will need to be delivered by the Council in other ways and through partnership working with other stakeholders. This report tries to highlight where specific actions are beyond what it can achieve through its planning functions, however actions not highlighted may also require inputs and / or strong corporate leadership to deliver.
12. The overall vision is "to provide accessible high-quality leisure and sports facilities in Uttlesford that encourage active lifestyles, increases levels of participation and helps improve health and wellbeing – now and in the future".

Playing Pitch strategy & recommendations:

13. The Playing Pitch Assessment evaluated quantity, accessibility and quality of pitches and gathered demand information and views with clubs, schools and parish/town councils through consultation and online survey. It covers football, rugby union, cricket, hockey, bowls, tennis, netball and athletics.
14. Eight strategic recommendations were made against three objectives:

Protect existing supply of outdoor sports facilities to meet current and future needs:

- i. Ensure, through the use of the Playing Pitch Strategy, that outdoor sports facilities are protected through the implementation of local planning policy.
- ii. Secure tenure and access to sites for high quality, development minded clubs, through a range of solutions and partnership agreements (n.b this is beyond the scope of planning to deliver).
- iii. Maximise community use of education facilities where there is a need to do so (n.b this is beyond the scope of planning to deliver).

Enhance outdoor sports provision and ancillary facilities through improving quality and management of sites:

- iv. Improve quality.
- v. Adopt a tiered approach (hierarchy of provision) to the management and improvement of sites.
- vi. Work in partnership with stakeholders to secure funding (n.b this is beyond the scope of planning to deliver).
- vii. Secure developer contributions.

Provide new outdoor sports facilities where feasible and there is current or future demand to do so:

- viii. Identify opportunities to add to the overall stock to accommodate both current and future demand.
 - ix. Rectify quantitative shortfall through the current stock.
15. An Uttlesford Playing Pitch Developer Contributions Toolkit outlining the procedure to secure developer contributions to sports & recreation facilities, for developments over 10 units and which have a maximum combined gross floor space of more than 1,000 square metres (gross internal area).

Open Space strategy & recommendations:

16. The Open Space assessment involved an audit of sites (desk based and site visits to 30% / around 90 sites); assessment of quality and value (based on context of the site, level and type of use, and wider benefits for people, biodiversity and wider environment; an online community survey hosted on the Council website (304 responses).
17. Open Space covers Parks & gardens (7 sites/9 hectares), Natural and semi-natural greenspace (67 sites/509 hectares), Amenity greenspace (110 sites/140 hectares), Provision for children & young people (73 sites/9 hectares), Allotments (27 sites/17 hectares). Assessment Summary:
- i. 284 sites are identified as open space provision. This is equivalent to over 684 hectares.
 - ii. Of assessed sites, nearly three quarters (74%) rate above the quality threshold.
 - iii. All but 12 sites are assessed as above the value threshold; reflecting the importance of provision and its role offering social, environmental and health benefits.

[See pages 8-9 of Open Space Standards Paper for detailed summary of each typology]

18. The table below sets out the recommended open space standards for Uttlesford:

Recommended quantity standards

Typology	Recommended Quantity Standard (hectares per 1,000 population)
Parks & gardens	0.10
Natural & semi-natural greenspace	5.81
Amenity greenspace	1.60
Provision for children & young people	0.10
Allotment / community food growing	0.20

[Source: Uttlesford Open Space Standards Paper. February 2019. Page 18]

19. Three strategic recommendations are made for the application of quantity, quality and accessibility standards:

- Ensure low quality sites are prioritised for enhancement.
- Sites helping or with the potential to serve areas identified as having gaps in catchment mapping should be recognised through opportunities for enhancement.
- Recognise areas with sufficient provision in open space and how they may be able to meet other areas of need.

Indoor and built facilities strategy:

20. The Indoor facilities assessment evaluated quality, quantity, accessibility and availability through site visits to sports facilities, community centres and village halls, and in-situ discussion. A computerised Facilities Planning Model was developed to assess requirements, level of provision and test 'what if' scenarios. The assessment covered sports halls, community centres and village halls, swimming pools, health and fitness suites, squash, indoor bowls.

21. Detailed recommendations and action plan are outlined against strategic objective to protect, enhance and provide new facilities. In summary, thirteen recommendations are made:

- i. Ensure that UDC owned facilities make a progressively greater (and measured) contribution to the needs of all residents and are fully available to all District communities through targeted initiatives, facilities, programming and training (n.b this is beyond the scope of planning to deliver).
- ii. Continue to improve cross-agency strategic work across the District (n.b this is beyond the scope of planning to deliver).
- iii. Consider developing additional gymnastics provision to meet the high level of demand.
- iv. Explore the opportunity to modify the building layout of Turpin's Indoor Bowls Club to enhance the quality of the offer and build footfall at the centre.
- v. Consider whether development at the former Walden School could provide additional swimming and indoor sports hall space. This should encompass looking to ensure that programming complements that at the Lord Butler Centre - rather than competing with it.
- vi. (With specific reference to swimming) consider the impact of the garden communities in the south of the District and the potential mix of facilities which would provide financially viable and sustainable facilities to meet the needs of the local population in these areas.
- vii. Consider whether an athletics facility located at Carver Barracks Carver could be brought into the public domain, given the potential decommissioning of the site by 2030.
- viii. Challenge present PFI contract delivery to enable Lord Butler Centre to accommodate increases in participation, coordinate community access

to, and the programming and pricing of, facilities (including schools) across the District within the public estate (n.b this is beyond the scope of planning to deliver).

- ix. Improve the breadth, depth and quality and analysis of performance management data collected (and shared) to inform future marketing, promotion, programming and pricing (n.b this is beyond the scope of planning to deliver).
- x. Ensure that all school sports facilities continue to accommodate for community use (n.b this is beyond the scope of planning to deliver).
- xi. Support other developments (via planning, developer contributions and officer expertise) which may assist in increasing sport and physical activity within the wider community.
- xii. Continue to work with local sports clubs to ensure that facilities and workforce development programmes meet their needs (n.b this is beyond the scope of planning to deliver).
- xiii. Identify and plan to meet ongoing investment, maintenance and refurbishment requirements to protect and improve existing sports facilities (n.b this is beyond the scope of planning to deliver).

22. **Next steps** will include working with Development Management (DM) to interpret the three strategies for Playing Pitches, Indoor Facilities and Open Space and secure development contributions. The recommendations are extensive and complex and guidance will be required. Support could include a workshop to communicate key implications, toolkit and guidance to secure development contributions. The Council will consult appropriate agencies when determining planning applications, for example Sport England will be able to support with skills and knowledge in relation to contributions towards sporting facilities.

23. As mentioned above, the scope of these documents goes beyond what the Council can achieve through its planning function.

24. For example, they raise issues that relate to the management of the Council's PFI contract regarding the three leisure centres, and how the operation of these leisure centres can help address the issues raised in these reports. The Council's communities team and officers in the Council who manage the PFI contract were involved in the study.

Risk Analysis

25.

Risk	Likelihood	Impact	Mitigating actions
Inadequate provision of sports and recreation facilities and open	2 – Action may be required to improve provision and	2 – Development without adequate sports and	Adopt the Sports & Recreation and Open Space strategies as material consideration.

space to meet existing and future demand.	participation for health and wellbeing.	recreation facilities and open spaces will have a negative impact on health and wellbeing.	
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- 1 = Little or no risk or impact
- 2 = Some risk or impact – action may be necessary.
- 3 = Significant risk or impact – action required
- 4 = Near certainty of risk occurring, catastrophic effect or failure of project.

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Committee: Planning Policy Working Group

Date:

Title: Community Infrastructure Levy

5 November 2019

Report Author: Stephen Miles, Planning Policy Team Leader,
346

Summary

1. The Council is about to appoint consultants to prepare a Community Infrastructure Levy (CIL) charging schedule, this report provides an update on these proceedings and a short introduction to CIL

Recommendations

2. To note the contents of the update.

Financial Implications

3. Payment for the consultants is accounted for from existing Council budgets. If implemented CIL will generate funding for infrastructure to mitigate the impacts of development. Administrative costs for running CIL can be met through CIL charges (up to 5% of the total levy may be spent on administrative costs).

Background Papers

4. None.

Impact

- 5.

Communication/Consultation	The CIL Charging Schedule will be subject to public consultation.
Community Safety	N/a
Equalities	N/a
Health and Safety	N/a
Human Rights/Legal Implications	Any CIL Charging Schedule adopted will be compliant with human rights and the law.
Sustainability	The CIL Charging Schedule will support the delivery of infrastructure to support development's sustainability.

Ward-specific impacts	All
Workforce/Workplace	N/a

Situation

- The Council is about to appoint consultants to prepare a Community Infrastructure Levy (CIL) charging schedule. This report updates members on the potential work programme and reminds members on some of the details of CIL.

CIL – background

- CIL is a charge that is levied by local authorities on new development in their area. The levy only applies in areas where a local authority has consulted on, and approved, a charging schedule which sets out its levy rates and has published the schedule on its website.
- Most new development which creates net additional floor space of 100sqm or more, or creates a new dwelling (of any size), is potentially liable for the levy.
- Some developments may be eligible for relief or exemption from the levy. This includes residential annexes and extensions, and houses and flats which are built by 'self-builders'.
- The levy is charged on new development that requires planning permission.
- Local authorities when developing a charging schedule can specify what types of development are liable for the levy and the relevant rates for these development types. Levy rates are expressed as pounds (£) per sqm.
- When deciding the levy rates, an authority must strike an appropriate balance between additional investment to support development and the potential effect on the viability of developments.
- This balance is at the centre of the charge-setting process. In meeting the regulatory requirements, charging authorities should be able to show and explain how their proposed levy rate (or rates) will contribute towards the implementation of their relevant plan and support development across their area (see regulation 14(1), as amended by the 2014 Regulations).
- In doing so, charging authorities should use evidence in accordance with planning practice guidance and take account of national planning policy on development contributions.
- In two tier areas, district councils should work closely with county councils in setting priorities for how the levy will be spent. Local authorities must spend the levy on infrastructure needed to support the development of their area. The levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development. The levy can be used to fund a wide range of infrastructure,

including transport, flood defences, schools, hospitals, and other health and social care facilities, it cannot be used to fund affordable housing.

16. From December 2020 local authorities must publish an infrastructure funding statement. The infrastructure funding statement should identify infrastructure needs, the total cost of this infrastructure, anticipated funding from developer contributions, and the choices the authority has made about how these contributions will be used.
17. 15% of CIL receipts are passed onto relevant Parish Councils, or 25% of receipts where there is a 'made' Neighbourhood Plan. The neighbourhood portion of the levy can be spent on a wider range of things than the rest of the levy, provided that it meets the requirement to 'support the development of the area', for example, this could include affordable housing. Once the levy is in place, parish or town councils should work closely with their neighbouring councils and the charging authority to agree on infrastructure spending priorities. If the parish or town council shares the priorities of the charging authority, they may agree that the charging authority should retain the neighbourhood funding to spend on that infrastructure. It may be that this infrastructure (for example, a school) is not in the parish or town council's administrative area but will support the development of the area.
18. The Parish Council must publish a report on their CIL income and expenditure every year.

CIL – Uttlesford work

19. The appointed consultants will be expected to take full account of the existing evidence base supporting the emerging Local Plan, including the Whole Plan Viability Assessment and the Infrastructure Delivery Plan.
20. The consultants are being asked to consider the potential for CIL throughout the district. They are also being asked to consider the appropriate approach for CIL on the Garden Communities. The normal approach for strategic sites is to 'zero-rate' the CIL charge, and rely on bespoke payments through section 106, this is because the infrastructure requirements of large sites vary from site to site and can have different costs based on the specifics of the site. Nevertheless, the consultants have been asked to consider whether a strategic CIL charge on top of the standard CIL charge is appropriate for development in the Garden Communities.
21. Depending on the consultants selected to undertake the work, and the work on the Local Plan, the timetable for producing a CIL charging schedule could be:
 - a. Consultants appointed – November 2019
 - b. Consultants prepare evidence base to inform the CIL charging schedule – Winter 2019/2020
 - c. Public consultation on the draft charging schedule – Spring 2020
 - d. Submit the CIL charging schedule to be examined – Summer 2020

e. Examination – Summer 2020-Autumn 2020

f. Adopt the CIL charging schedule – Autumn/Winter 2020

Risk Analysis

22.

Risk	Likelihood	Impact	Mitigating actions
Without a CIL, necessary infrastructure to support development will not be fully funded and there will be unmitigated impacts.	1 – Little risk	3 – Without appropriate supporting infrastructure, existing communities will face greater impacts from development	The Council is appointing consultants to work on a CIL charging schedule

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.