

Committee: Planning Policy Working Group

Date:

Title: Greater Cambridge Local Plan – Issues & Options Consultation

5 November 2019

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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>

<p>5. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan</p>	<p>No comment.</p>
<p>6. Please submit any sites for wildlife habitats and green space you wish to suggest for consideration through the Local Plan</p>	<p>No comment.</p>
<p>7. Do you agree with the potential big themes for the Local Plan?</p>	<p>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.</p>
<p>8. How important do you think climate change is, as a priority for the next Local Plan?</p>	<p>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.</p>
<p>9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?</p>	<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.

<p>22. How flexible should we be about the types of uses we allow in our city, town and district centres?</p>	<p>No comment.</p>
<p>23. What approach should the next plan take to supporting or managing tourist accommodation in Cambridge and rural area?</p>	<p>No comment.</p>
<p>24. How important to you is creating new homes, as a priority for the Local Plan?</p>	<p>Creating new homes is an important consideration in national and local planning policy and should be a high priority for the next GCLP.</p>
<p>25. Do you agree that we should deliver a higher housing number than the minimum required by government, to support the growing economy?</p>	<p>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.</p>
<p>26. Do you agree that we have identified the relevant issues relating to meeting the housing needs of all parts of the community?</p>	<p>No comment.</p>
<p>27. How flexible should the Local Plan be, towards development of both jobs and homes on the edge of villages?</p>	<p>No comment.</p>
<p>28. Do you think the Local Plan should be more flexible about the size of developments allowed</p>	<p>No comment.</p>

<p>within village boundaries (frameworks), allowing more homes on sites that become available?</p>	
<p>29. How important to you is infrastructure provision, for example transport services, schools and health, as a priority for the Local Plan?</p>	<p>Infrastructure provision is an important consideration in national and local planning policy and should be a high priority for the next GCLP.</p>
<p>30. How important do you think potential for public transport, walking and cycling access should be when locating and designing new development?</p>	<p>Potential for public transport, walking and cycling access has a very significant impact on the climate, and therefore should be a top priority.</p>
<p>31. What do you think the priorities are for new infrastructure?</p>	<p>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.</p>
<p>32. Where should we focus future growth? Rank the options below 1-5 (1 – Most Preferred 5 – Least Preferred)</p>	<p>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:</p> <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>