

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Improvements to Arbury Court Public Toilets
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Decision of:	Executive Councillor (Environment & Waste Services) Colin Rosenstiel	
Reference:	08/ENV/10	
Date of decision:	8 April 2008	Recorded on: 16 April 2008
Decision Type:	Non Key	
Matter for Decision:	To agree funding for improvements to Arbury Court public toilets.	
Why the decision had to be made (and any alternative options):	The public toilets are now closed due to the roof leaking and requiring substantial repairs. They have been prioritised as the next facility to be refurbished under the public toilet modernisation programme agreed in January 2006.	
The Executive Councillor's decisions:	Agreed To recommend the capital scheme, for improvements to Arbury Court public toilets which is included in the Council's Capital Toilet Improvement Plan. The total capital cost of the project is £135,000 and it is proposed that this is funded from the repair and renewal fund for public conveniences.	
Reasons for the decision:	As set out in the officer's report	
Scrutiny consideration:	The Scrutiny Committee considered and approved the recommendations by 6 votes 0.	
Report:	Agenda Item 4 of Agenda A on 8 April 2008.	
Conflicts of interest:	None	
Comments:	None	

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Estimated revenue and capital outturn, carry forwards and significant variances for 2007/08
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Decision of:	Executive Councillor (Environment & Waste Services) Colin Rosenstiel		
Reference:	08/ENV/11		
Date of decision:	8 April 2008	Recorded on:	16 April 2008
Decision Type:	Non Key		
Matter for Decision:	Requests to carry forward funding arising from certain budget under spends into 2008/09 as identified where they are anticipated at this stage.		
Why the decision had to be made (and any alternative options):	The position for revenue and capital were reported and anticipated variances from budgets were highlighted, together with explanations. The officer report presented a summary of the 2007/08 estimated outturn position (actual income and expenditure) for services within the Environmental & Waste Services portfolio, compared to the current budget for the year.		
The Executive Councillor's decisions:	Agreed a) The provisional carry forward request, totalling £60,000 as detailed in officer's report, subject to the final outrun position. b) The increase to Hackney Carriage and Private Hire vehicle charges as detailed in paragraph 3.8.		
Reasons for the decision:	As set out in the officer's report		
Scrutiny consideration:	The Scrutiny Committee considered and approved the recommendations by 6 votes to 0.		
Report:	Agenda Item 5 of Agenda A on 8 April 2008.		
Conflicts of interest:	None		
Comments:	None		

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Environmental Improvements Programme 2008/09
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Decision of:	Executive Councillor (Climate Change and Growth) Sian Reid		
Reference:	08/ENV/12		
Date of decision:	8 April 2008	Recorded on:	16 April 2008
Decision Type:	Key		
Matter for Decision:	To update progress on the Environmental Improvement Programme for 2008/2009 along with the current budget position. To agree proposal to give officers delegated spending up to £3000 for minor environmental improvements projects as agreed at the Environmental Improvements workshop held on 1 February 2008.		
Why the decision had to be made (and any alternative options):	The Environmental Improvements Programme was established in June 2000 and since that time an annual report has been brought to Committee setting out progress with schemes. In 2003 the process and responsibility for identifying possible new schemes was delegated to Area Committees from the Environment Scrutiny Committee.		
The Executive Councillor's decisions:	Agreed		
	a) To note the summary of projects being implemented by the Area Committees.		
	b) To allocate £523,940 of Environmental Improvements funds for 2008/09 as follows: £419,152 to the four area committees (split by percentage population) and £104,788 for Landscape Architects' fees.		
	c) To delegate decisions on minor projects to officers up to a value of £3000 following initial agreement to proceed from Area Committees.		
Reasons for the decision:	These are contained in the officer report.		
Scrutiny consideration:	The Scrutiny Committee considered and approved the recommendations by 6 votes to 0.		
Report:	Agenda Item 6 of Agenda A on 8 April 2008.		
Conflicts of interest:	None		
Comments:	None		

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

North West Cambridge Area Action Plan
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Decision of: Executive Councillor (Climate Change and Growth) Sian Reid

Reference: 08/ENV/13

Date of decision: 8 April 2008 **Recorded on:** 16 April 2008

Decision Type: Key

Matter for Decision: To consider the representations and responses to the Preferred Options Report of the North West Cambridge Area Action Plan together with the draft Area Action Plan for Submission to the Secretary of State and other supporting documentation including the minor changes proposed by South Cambridgeshire District Council (see comments section below).

Why the decision had to be made (and any alternative options): Area Action Plan (AAP) for North West Cambridge is being prepared jointly by Cambridge City Council and South Cambridgeshire District Council and identifies land to be released from the Cambridge Green Belt in order to contribute towards meeting the development needs of Cambridge University. It also identifies land to be returned to the Cambridge Green Belt to the North of Madingley Road and to provide green separation between Cambridge and Girton. It establishes an overall vision and objectives to achieve this and sets out policies and proposals to guide the development as a whole.
The programme for preparing the North West Cambridge AAP is intended to enable development to come forward as soon as possible to address the needs of the University including affordable housing for its own staff. Once formally agreed by

The Executive Councillor's decisions:

Agreed

- 1) The responses to representations received on the Preferred Options Report (attached as appendix 1 of the officer report).
- 2) The Submission Draft Area Action Plan (attached as appendix 4 of the officer report) and with the

two minor wording amendments suggested by South Cambridgeshire District Council.

- 3) The supporting documentation for the Submission Draft Area Action Plan (listed at paragraph 5.2 of the officer report).
- 4) That any editing changes arising be considered and endorsed by the Executive Councillor, in consultation with the Chair and Spokes and with South Cambridgeshire District Council's Portfolio Holder for Growth and Sustainable Communities prior to Full Council on 24 April 2008.

Reasons for the decision:

As set out in the officer's report

Scrutiny consideration:

The Scrutiny Committee considered and approved the recommendations unanimously.

Report:

Agenda Item 7 of Agenda A on 8 April 2008.

Conflicts of interest:

None

Comments:

South Cambridgeshire District Council considered and approved the Submission Draft Area Action Plan on 7th April 2008. Two minor changes were proposed (changes in **bold**):

Paragraph 9.2:

Revised second sentence to read: 'New development will need to **be adaptable for** unavoidable changes in climate....'

Paragraph 9.10:

Revised penultimate sentence to refer to 'water **use** reduction'.

South Cambridgeshire District Council have also requested a joint press release (SCDC/City) welcoming the close partnership working which has led to plan-making to this stage and emphasising that, through it, we are leading the national agenda in terms of sustainability planning in new development.

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Regional Spatial Strategy - Gypsy & Traveller Single Issue Review
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Decision of: Executive Councillor (Climate Change and Growth) Sian Reid

Reference: 08/ENV/14

Date of decision: 8 April 2008 **Recorded on:** 16 April 2008

Decision Type: Key

Matter for Decision: To examine what is being proposed in the context of the Council's search for a transit site and recommend that representations on the draft policy are submitted for consideration by the independent panel who will conduct an Examination in Public (EiP) into the policy towards the end of 2008. Publication of the panel report will follow in early to mid 2009 with publication of the final RSS Single Issue Review policy expected in late 2009. Also, to recommend that, if the RSS policy maintains the 15 permanent pitch requirement, the Council's search for a transit site should cease.

Why the decision had to be made (and any alternative options): Public consultation on a draft policy for meeting the accommodation needs of Gypsies and Travellers in the East of England commenced on 25th February and will close on 16th May. The policy proposes that 15 permanent pitches should be provided in Cambridge.

The Executive Councillor's decisions: **Agreed**
a) Representations on the draft policy as set out in Appendix B of the officer report.
b) If the published RSS requires the City to seek to provide a permanent site that the Council's search for a transit site should cease and that the Council will be guided by the outcome of future Traveller (Accommodation) Needs Assessments for the Cambridge Sub-Region in regard to whether a future transit site is needed in the Sub-Region and specifically in Cambridge.

Reasons for the decision: As set out in the officer's report

Scrutiny consideration: The Scrutiny Committee considered and approved the recommendations by 5 votes to 0.

Report: Agenda Item 9 of Agenda A on 8 April 2008.

Conflicts of interest: None

Comments: None

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Conservation Area Appraisal Programme

Decision of: Executive Councillor (Climate Change and Growth) Sian Reid

Reference: 08/ENV/15

Date of decision: 8 January 2008 **Recorded on:** 16 April 2008

Decision Type: Non Key

Matter for Decision: To agree funding of studies by consultants to review two Conservation Area boundaries, consider declaring a new Conservation Area, appraise distinctive suburban approaches to Cambridge and within this work identify more buildings to add to the Local List. Proactive conservation is vital in an important historic city like Cambridge to complement the reactive work dealing with development applications.

Why the decision had to be made (and any alternative options): Additional money is available to carry out more proactive work in 2008-09 to 2010-11.

The Executive Councillor's decisions: **Agreed**
The recommendation to adopt the programme of proactive conservation work 2008-09 set out below:

No	Subject	Budget £'000	Notes
1	Review of Chesterton Conservation Areas boundaries	5	Limited review to consider changes in both Conservation Areas
2	Review of Brooklands Avenue Conservation Area Boundary	2	Minor review to resolve detailed line in the vicinity of Clarendon Road
3	Appraisal of the De Freville estate with a	7	Work with and build on the contributions currently being

	view to potential designation as a Conservation Area		made by the local residents
4	Suburbs and approaches subject to pressure for change: i Brief historical review of areas ii Review with members and residents' groups priorities for action; iii Rapid appraisal of up to three areas/ roads	16	This matter is a high priority for action, but further study is needed to establish which areas should be tackled first; this programme of work should be carried through into years 2 and 3.
	Total	30	

Reasons for the decision:

As set out in the officer's report.

Scrutiny consideration:

The Scrutiny Committee considered and approved the recommendations by 6 votes to 0

Report:

Agenda Item 10 of Agenda A on 8 April 2008.

Conflicts of interest:

None

Comments:

None

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Storey's Way Conservation Area Appraisal

Decision of:	Executive Councillor (Climate Change and Growth) Sian Reid		
Reference:	08/ENV/16		
Date of decision:	8 January 2008	Recorded on:	16 April 2008
Decision Type:	Non Key		
Matter for Decision:	<p>A review of the Storey's Way Conservation Area was carried out in 2007 and a revised boundary and appraisal document were approved by the Executive Member for Climate Change and Growth following discussion by the Environment Scrutiny Committee on 6th November 2007. New Hall made a representation on the revised boundary that the extension should not include land at 69 and 69a-b Storey's Way. The College considers that this issue was not properly considered in making the decision and has taken steps to initiate a Judicial Review.</p> <p>To consider whether to agree to a change to the Conservation Area appraisal and boundary to accommodate the College's concerns.</p>		
Why the decision had to be made (and any alternative options):	<p>Defending a Judicial Review will take up considerable staff time. The financial implications could be considerable, say £10,000 plus.</p>		
The Executive Councillor's decisions:	<p>Agreed That the boundary of the Storey's Way Conservation Area be amended to exclude land at 69 and 69a-b Storey's Way.</p>		
Reasons for the decision:	<p>As set out in the officer's report</p>		
Scrutiny consideration:	<p>The Scrutiny Committee considered and approved the recommendations by 6 votes to 0.</p>		
Report:	<p>Agenda Item 11 of Agenda A on 8 April 2008.</p>		
Conflicts of interest:	<p>None</p>		
Comments:	<p>None</p>		

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Estimated revenue and capital outturn, carry forwards and significant variances for 2007/08
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Decision of:	Executive Councillor (Climate Change and Growth) Sian Reid		
Reference:	08/ENV/17		
Date of decision:	8 April 2008	Recorded on:	16 April 2008
Decision Type:	Non Key		
Matter for Decision:	Requests to carry forward funding arising from certain budget underspends into 2008/09 as identified, where they are anticipated at this stage.		
Why the decision had to be made (and any alternative options):	The position for revenue and capital were reported and anticipated variances from budgets were highlighted, together with explanations. The officer report presented a summary of the 2007/08 estimated outturn position (actual income and expenditure) for services within the Climate Change & Growth portfolio, compared to the current budget for the year.		
The Executive Councillor's decisions:	Agreed To effect the provisional carry forward requests, totalling £125,450 as detailed in Appendix C of the officer's report, subject to the final outturn position.		
Reasons for the decision:	As set out in the officer's report		
Scrutiny consideration:	The Scrutiny Committee considered and approved the recommendations by 6 votes to 0.		
Report:	Agenda Item 12 of Agenda A on 8 April 2008.		
Conflicts of interest:	None		
Comments:	None		

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Cambridge Environmental Framework – Consultation on Scope and Basic Principle
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Decision of:	Executive Councillor (Climate Change and Growth) Sian Reid		
Reference:	08/ENV/18		
Date of decision:	8 April 2008	Recorded on:	16 April 2008
Decision Type:	Non Key		
Matter for Decision:	Approval to develop a new Environmental Framework for Cambridge City Council. The rationale for developing the Framework is to address current shortcomings in Council procedures for establishing and assigning responsibility for environmental targets; monitoring and reporting on progress in addressing environmental issues; and resolving potential conflict between different environmental objectives. Subject to Member approval, the Environment Coordinator will develop the content of the Framework in consultation with key Officers and Members, and limited consultation with key external partners (such as the County Council, LSP and LAA partners).		
Why the decision had to be made (and any alternative options):	Provide the basis to strengthen and formalise the Council's approach to environmental management		
The Executive Councillor's decisions:	Agreed		
	a) The suggested scope and purpose of a new Environmental Framework for Cambridge City Council, for development through consultation with selected internal and external stakeholders;		
	b) The list of proposed consultees given as Appendix A of the officer's report.		
Reasons for the decision:	As set out in the officer's report		
Scrutiny consideration:	The Scrutiny Committee considered and approved the recommendations by 6 votes to 0.		
Report:	Agenda Item 13 of Agenda A on 8 April 2008.		
Conflicts of interest:	None		
Comments:	None		

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Car Club Steering and Implementation Group

Decision of: Executive Councillor (Climate Change and Growth) Sian Reid

Reference: 08/ENV/19

Date of decision: 8 April 2008 **Recorded on:** 16 April 2008

Decision Type: Non Key

Matter for Decision: A Car Club Steering Group is to be formed to guide the Car Club project which provides hire, by the hour, cars around Cambridge for businesses and residents to use. The terms of reference and councillor appointments to the Steering Group are to be approved.

Why the decision had to be made (and any alternative options): The car club is a new venture and needs clear management, guidance and terms of reference to develop and expand.

The Executive Councillor's decisions: **Agreed**
To endorse the formation of a Car Club Steering Group, to approve the Terms of Reference for the Group and to formally appoint members to the group who will serve from May 2008

Reasons for the decision: As set out in the officer's report

Scrutiny consideration: The Scrutiny Committee considered and approved the recommendations by 6 votes to 0.

Report: Agenda Item 14 of Agenda A on 8 April 2008.

Conflicts of interest: None.

Comments: None

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Adoption of Quality Charter for Growth

Decision of: Councillor Reid, Executive Councillor for Climate Change & Growth

Reference: Quality Charter

Date of decision: 19th March 2008 **Recorded on:** 25th March 2008

Decision Type: Key

Matter for Decision: Adoption by the City Council of the Quality Charter for Growth.

Why the decision had to be made (and any alternative options): Agreement by all parties on the text for the Quality Charter was reached in mid March 2008. A budget was available to print the Charter up to 31st March after which the funding would be lost. Clearly this required the Charter to be approved before that date. In view of the broad consensus around the Charter, the involvement of members in its preparation and the consideration by Committee on 9th January 2007 approval for the charter was considered justified to meet the March 31st deadline.

The Executive Councillor's decision:

The Executive Councillor agrees:

- (a) that the City Council adopts the Quality Charter set out in Appendix 1 as a statement of its commitment to achieve high quality development; and
- (b) that the Charter is a material consideration in decision making related to the delivery of the growth agenda.

Reasons for the decision: To ensure that the Charter can be published without loss of the budget.

Scrutiny consideration: The Chair and Spokespersons of the Scrutiny Committee were consulted on the decision.

Report: None

Conflicts of interest: No conflicts of interest were declared by the Executive Councillor.

Comments: The decision had to be taken for reasons described above. The Labour members of the Scrutiny Committee asked to see the report and the Charter at the meeting.

Appendix 1

Quality Charter Text

PREFACE

The Cambridgeshire Quality Growth Charter is designed to help people understand the ‘big picture’ for housing growth in the sub region. (**EXHIBIT OF MAP**) It sets out a series of basic principles for achieving higher quality under four broad themes built up by learning from experiences elsewhere. First, and most important of all, building a sense of community through providing a greater choice of housing along with the active participation of people in the way their neighbourhoods are run. Second, locating new developments where people can benefit from high connectivity to jobs and services, and upgrading the infrastructure to match the pace of development. Third, tackling climate change through imaginative landscaping that treats water as a friend not an enemy, and through innovative approaches to energy and waste. And fourth, creating places of character with distinctive neighbourhoods and a first class public realm.

It has been drawn up over the course of two years with the help of over a hundred practitioners. With rising expectations much more care needs to be taken so that both residents and developers know what to expect and what is expected of them. This charter applies ‘state of the art’ experience in both the East of England and Europe. The briefings and reports of visits and events are set out on the Cambridgeshire Horizon website (address to be added)

Origins

The idea for this Charter grew out of work on the new town of Northstowe and the need for ‘looking and learning’ from other places. Inspiration came from the Charter for New Urbanism in the US www.cnu.org, pioneering work on the New Zealand Design Protocol www.mfe.govt.nz, and the Bristol Accord for Sustainable Communities www.asc.org. Cambridgeshire Horizons and Inspire East, who sponsored URBED’s initial work, recognised the value of bringing together leading local politicians, officers, landowners, and representatives of the voluntary sector to craft a unifying vision for delivering high quality growth.

Aims

The Charter has three over-riding aims:

- To inspire innovation and the pursuit of higher standards by using examples of what works.

- To help communications by crossing professional boundaries and providing a simple common framework.
- To support a genuinely cooperative approach between stakeholders and consequently secure better value from investment by helping investors align their spending plans.

Status

The participating councils and agencies are adopting the Charter as a clear policy statement of the aspiration to create major new developments that offer future communities a fulfilling, visually pleasing and environmentally sensitive way of life. All of the principles of the charter are underpinned by national, regional and local planning and environmental policies and it seeks to interpret these rather than to repeat them. The local planning authorities will use the Charter as a material consideration in their decision-making, especially in determining planning applications. The partners urge other organisations to support the Charter as a sign of their commitment to raising standards.

Uses

The Charter provides a basis for:

- helping communications with existing communities, including those who may want to move into the new settlements;
- equipping councillors and officers with a common language, and enabling them to demonstrate their commitment to achieving quality growth;
- securing investment commitments from government agencies and public utilities, and enabling them to align their spending plans with the growth of new settlements
- encouraging the private sector to develop better masterplans and development framework, and to build quality into their design and management.

The Charter **WILL** also be used for internal training with supporting material. The principles will be refined through successive events and wider consultation, and another version produced in a couple of years.

Making things happen The way people have worked together for the common good, a process that Cambridgeshire Horizons is trying to apply in all its work, will produce tangible results. The process can be summarised in four key management principles:

1. **Communicating a shared vision** Local authorities exercise leadership in place-shaping, for example through the new Joint Committee that has been set up to handle major schemes. They can thus help to ensure that strategic growth plans enjoy community

support, ‘selling’ the benefits of planned quality growth to overcome the problems associated with piecemeal development. This should ensure that the quality of life is improved for everyone.

2. **Working together over many years** The public sector and the utilities need to sign up to providing the necessary social and physical infrastructure in a phased way. This will give private investors the confidence to invest in quality. This process should provide benefits for all the stakeholders. Ways have to be found to encourage a spirit of continuity and collaboration, for example by developers continuing to employ the team that worked up the masterplan. An independent body should help communicate what is being proposed, and monitor the results.
3. **Encouraging smarter growth through innovative forms of finance** A ‘rolling fund’ has been initiated by Cambridgeshire Horizons with Government support that will enable pump-priming funding for the delivery of infrastructure in advance of the new homes being occupied and which will then be replenished by developer contributions. Other models under consideration include the use of development trusts to act as stewards of environmental assets.
4. **Building skills and capacity at all levels** Ongoing support is being provided through Inspire East, the Regional Centre of Excellence, to enable councillors and officers to extend their knowledge, work more effectively together, and break down the barriers to innovation. This should not only help maintain the ‘ethos’ of working together, but will also help spread the lessons to other parts of the region.

Next steps

A number of organisations have already indicated that they will sign up to the Charter and others will follow. The Charter is being discussed at meetings of public, private and voluntary agencies involved in the development of major new communities. Local authorities will also be using it to lead discussions with partners on how to make the planning processes less contentious and more productive.

The process will be extended through further study tours and meetings. The website www.cambridgeshirehorizons.co.uk should provide a good vehicle for sharing experience and views more widely.

CAMBRIDGE CHARTER PRINCIPLES

A. Community: places where people live out of choice not necessity, creating healthy communities with a good quality of life

Many new housing schemes have suffered from high rates of turnover, aggravated by large numbers of homes being bought to let, which makes it harder for the new community to put down roots. As well as creating places that are active, inclusive and safe, and fair to everyone, the Cambridge Charter aims to create a better balance with a mix of house types and tenures. It also recognises that successful communities are made up of people from many different backgrounds but who benefit from the 'social capital' and the sense of wellbeing created through positive interaction.

1. Community involvement throughout the process is crucial, which means consulting with people who are going to move in, or are similar to the groups that are expected to move in. Resources have to be provided to facilitate this and to continue seeking the community's views as the settlement grows and acting upon these where possible, as well as engaging positively and creatively with neighbouring communities.

2. Housing in all tenures should allow for changes in needs and lifestyles so that, as people's circumstances and ages change, they do not have to leave the neighbourhood. New forms of intermediate tenure and also live-work units should be actively promoted. Careful design is needed so that differences in tenure are not obvious. Opportunities should be provided for people to set up cooperative and affordable forms of housing to be commissioned by local groups, as well as some self-build.

3. People should be encouraged to take active roles in the development and continuing management of their communities and engage in local democratic processes. The establishment of **appropriate forms of governance** should be built into the planning of new communities from the early stages.

4. The '**social infrastructure**', such as health, education, and leisure/play is just as important as the physical infrastructure of roads and utilities, and 'community hubs' should be provided in a phased, predictable and flexible way in line with population growth and demographic change. Leisure and play facilities should be affordable to residents.

5. There should be a mixture of formal and informal green space, and interconnectivity between new and existing **Green Infrastructure**. It is important to consider function as well as location, for example, cemeteries and play areas.

6. Initial and on-going **community development support** should be provided for pioneers to 'build your own community', including interim spaces to meet such as cafés, market stalls, as well as their IT equivalents.

7. **Public spaces** should encourage social interaction, which could include culture-specific activities, and support healthy lifestyles. There should be a clear allocation of responsibilities for managing communal spaces and the public realm. Activity and maintenance make places feel safe, and increase the sense of wellbeing.

8. **Community (and other key) buildings** should be designed to be flexible, and make use of the latest technology, for example wired up communities, and should support the widest possible community use.

9. Space should be made available for **local shops and services** to set up, both to build a sense of community and to minimise car dependence. This may include providing interim facilities or giving short-term rent subsidies.

BOX: [relates to point A.4 on 'social infrastructure']

[Social infrastructure: 'building strong communities through the continuing development and delivery of activities, resources and support to strengthen the skills and confidence of people and community groups to enable them to take effective action and play leading roles'. Nigel Boldero, *Strong Communities: a social infrastructure plan in the Milton Keynes and South Midland Growth Area, 2006*]

B. Connectivity: places that are well-connected and enable easy access for all to jobs and services using sustainable modes

New communities that are not linked to public transport force residents to rely on cars, and can also deny them the benefits of the natural social interaction that accompanies more sustainable travel modes. As well as helping to create places that are linked to effective public transport, the Cambridge Charter aims to minimise unnecessary car use (and hence congestion, pollution and CO₂ emissions) by ensuring that other modes are attractive and have primacy.

1. Having **public transport in place** at the start of the development encourages people to get used to green options. New developments should be easily accessible by high quality public transport systems. The quality of the experience, such as the Guided Bus route, will provide incentives to reduce car use.
2. Public transport should **integrate with existing transport systems**, with frequent service and stops. Bus services should operate to high quality standards.
3. Linkages with existing and potential **employment opportunities** should be recognised, and where needed developed or integrated with existing provision.

4. New developments should contribute to the **wider environmental goals** for the Cambridge area and enhance the feasibility of walking and cycling. Opportunities should provide work close to (if not at) home for part of the time, with broadband and other network links and services.

5. The streets, footpaths and other links on major urban extensions should be designed as a **user hierarchy** so that it is clear and obvious who and what they are for. Primacy should be given to walking, cycling and community transport.

6. **Easy mobility** for all, including those using wheelchairs and pushchairs should be taken into account. This should involve targeted services, for example Dial-a-Ride, and ease of access to transport nodes.

7. Bus stops should offer **well designed waiting areas**, providing information on services and local facilities, and should feel safe and overlooked.

8. **Parking management** such as charges and the provision of car sharing/car clubs should be used to discourage unnecessary car use.

9. **Road design** should include permeable surfaces. To avoid roads being continually dug up by services (water, power, communications, and waste) these should go in green space corridors or in distribution ducts.

C. Climate: places that anticipate climate change in ways that enhance the desirability of the development and minimise environmental impact

Increasing attention is being paid to the environmental sensitivity of schemes, yet new settlements in the UK still lag far behind their equivalents in the Netherlands or Sweden, for example, in promoting

healthier lifestyles, lower carbon emissions, and community wellbeing. Cambridgeshire is in a good position to demonstrate the feasibility of ideas like 'eco-towns' and zero carbon housing, given its low rainfall and high levels of sun and wind for much of the time. In addition to ensuring new schemes are environmentally sensitive, the Cambridge Charter will ensure that developments use appropriate measures to reduce environmental impacts.

1. Major new developments should enable residents and workers to adopt **sustainable lifestyles** that minimise the use of energy and other resources, by reduced car use, for example. The new building regulations will not have their intended benefits unless the principles are applied to the whole of the neighbourhood, including the transport options.

2. **Environmental targets** should be challenging and where possible go beyond the minimum standards so that new schemes act as exemplars. Where appropriate each development could feature an exemplar element or area that will apply international best practice and that would demonstrate the marketability of new forms of technology or construction (especially those developed locally).

3. New development should not be located in areas of **unacceptable environmental risk**, such as flood plains.

4. Arrangements for **sustainable waste management** should be built into new developments to make recycling easy and unobtrusive and encourage people to waste less. Developers and construction teams should minimise and manage construction and demolition waste.

5. The utilities should be engaged in a collaborative design process to help promote **energy and water conservation** and the potential for as much local energy generation as possible.

6. Public buildings, housing and neighbourhoods as a whole should be designed to **anticipate climate change** so they are capable of being upgraded and adapted easily and economically to minimise the

resources used in both their construction and operation, and to cut down on air pollution.

7. Biodiversity and wildlife should be encouraged through a network of green spaces and Sustainable Urban Drainage systems (SUDS). This should be done within a sub-regional strategic context. Surface water should be managed sustainably.

8. Sustainable energy partnerships or trusts should be encouraged, for example through education, marketing and schemes that help people **cut energy use**.

9. Trees and planting should be used extensively to provide cooling in summer and to soak up rain, as well as to provide a landscape that encourages people to walk and cycle.

D. Character: communities with distinctive neighbourhoods and where people create pride of place

Despite a plethora of good design advice, most new developments are disappointing. In part this is due to the use of unimaginative standard house types, and also to highway engineering, where concerns with safety and traffic movement have badly affected the look and feel of places. To create the clear identity for neighbourhoods that people prize, the Cambridge Charter will ensure that design, the use of good materials and public realm are priorities and recognises that a successful sense of place depends on residents personalising where they live.

1. The existing landform and features of the site, such as water and landscape and the relationship to existing settlements, should be used to create **varied and memorable townscapes**, including vistas, intimate local places, informal natural areas with windbreaks, and ponds and waterways.

2. An overriding masterplan should aim to provide the **vision for the development**, with neighbourhood design strategies and design codes establishing the qualities and characteristics that will make the new places distinctive, and providing guidance and inspiration to the architects who will design the new neighbourhoods. It might include the use of competitions and the encouragement of smaller builders.

3. Experienced and fully-skilled masterplanners should be retained for the duration of the project to ensure that the overall vision is maintained. Systems should be set up to ensure quality, such as design codes, and where possible the original design team should oversee construction, and monitor performance.

4. Densities and massing should vary, with higher densities around local shops and transport nodes, to provide the full range of house types that are needed.

5. Creative thinking, simple designs – well built, using high quality materials and careful detailing – are often the most successful and durable approaches, particularly if the design allows space for the imaginative use of planting to enable residents to personalise their homes and enrich the biodiversity of their neighbourhoods. It is important to create high quality public realm and for instance to apply the latest thinking on the design of shared surfaces.

6. Open space requirements should be integrated with buildings throughout the scheme. There should be a mix of private gardens, balconies and terraces, semi-private and public space depending on the development types.

7. The creation of **good landscapes** is as important as the creation of good townscapes. Different kinds of spaces should be provided to give character to the neighbourhoods and improve biodiversity, ranging from linear parks, squares and crescents to more intimate communal spaces looked after by adjoining properties or community trusts.

8. All buildings – commercial, residential, and public – should be **flexible and adaptable**, which means providing large enough spaces or space for appropriate expansion and changing lifestyles.

9. Car and cycle **parking, storage and waste recycling** should be integrated within the design of the new homes. In higher density developments where possible car parking should be located in ways that mean parked cars do not dominate the street, for example underground or undercroft.