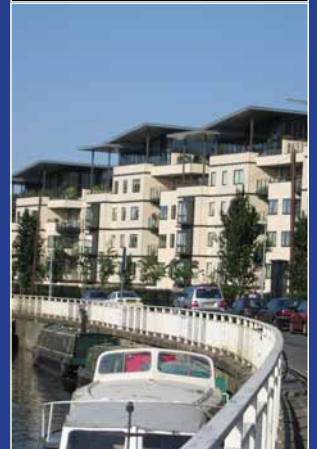


Cambridge Local Plan - Towards 2031

# Issues & Options 2

## Part 2 - Site Options Within Cambridge

### January 2013





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This plan is not to scale.



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# Chapter A

## Introduction



## **A INTRODUCTION**

- A.1 The current Local Plan sets out policies and proposals to guide the future development of Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. In addition, the Local Plan identifies land to be protected from development, such as the Green Belt and Protected Open Space. It is the key document used to determine planning applications for new development in the city.
- A.2 The current Local Plan was adopted in 2006. The City Council is now preparing a new Local Plan, which will plan for and manage development to 2031. The preparation of the Local Plan involves a number of stages, and between the 15<sup>th</sup> June and the 27<sup>th</sup> July 2012, consultation was carried out on the Issues and Options Report, which formed the first stage of public consultation on the new Local Plan.
- A.3 Over 11,000 representations were received to the Issues and Options report and its accompanying Sustainability Appraisal. These representations raised a series of issues that need to be considered in drafting the new Local Plan, including:
- Recognition of housing need, but significant concern about the environmental impacts as well as the ability for appropriate infrastructure to be provided;
  - Mixed support for further development in the Green Belt, with many respondents making the point that the Green Belt should be protected;
  - Support for the continued redevelopment at the station and the fringe site developments at the Southern Fringe and North West Cambridge;
  - Concern about capacity in the City Centre, especially in relation to space and the quality of the public realm;
  - Support for the employment led development at Northern Fringe East and the area around the new Cambridge Science Park Station;
  - Support for a sub-regional community stadium in principle although there was no overall support for a particular site;
  - Support for an ice rink in Cambridge;
  - Support for continued emphasis on non-car modes; and
  - Support for a review of residential car parking standards to better reflect national guidelines.
- A.4 We would like to take this opportunity to thank all those who took the time to respond to the consultation. This is an excellent response rate, and is very encouraging as part of the first main stage of consultation. We are in the process of analysing and responding to the representations received, using these to inform the preparation of the Draft Local Plan, which will be subject to consultation in the summer of 2013.

- A.5 As part of preparing the new Local Plan, the National Planning Policy Framework requires local planning authorities to:
- Indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;
  - Allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;
  - Identify areas where it may be necessary to limit freedom to change the use of buildings, and support such restrictions with a clear explanation; and
  - Identify land where development would be inappropriate, for instance because of its environmental or historic significance.
- A.6 The Issues and Options Report set out broad locations for development and the location of some Opportunity Areas, which were areas identified as having potential for future improvement or development over the plan period to 2031. The purpose of the current consultation document is to seek views on possible sites to be allocated in the new Local Plan for different types of development, providing more detail about site boundaries.

#### **Part 1 and Part 2 documents**

- A.7 This Issues and Options 2 consultation has been split into two parts. The Part 1 document is a joint consultation between Cambridge City Council and South Cambridgeshire District Council on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities and site options for a community stadium. It builds upon the Issues and Options consultations that the Councils have already undertaken and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy.
- A.8 This 'Part 2 Site Options Within Cambridge' consultation document considers both site allocations and designations. The site allocations focus on strategic sites that are considered central to the achievement of the development strategy for Cambridge, for example achievement of housing requirements or land for employment development. It also seeks your views on designations that will be included in the new Local Plan and its accompanying proposals map. These designations will include areas of protection, such as Protected Open Space, and land-use designations such as local and district centres.
- A.9 In addition, this Part 2 document considers more detailed matters such as consultation on residential space standards and car and cycle parking standards. South Cambridgeshire District Council is also consulting on a Part 2 document, which considers new issues arising from their Issues and Options

consultation, including possible new site options for allocation for development as well as matters such as possible changes to village frameworks and designations to protect village character.

- A.10 Sitting alongside this consultation document, we have prepared a technical document, which forms a background document to the Issues and Options 2 work. Further information on the content of this technical document is provided in Chapter C of this report.

### **Sustainability Appraisal**

- A.11 Alongside this Part 2 report, we are also consulting on a Sustainability Appraisal (SA). SA is integral to the development of the Cambridge Local Plan. It ensures that the environmental, economic and social effects of the plan are assessed, and that reasonable alternatives are considered. SA of Local Plans is a legal requirement<sup>1</sup>.

- A.12 The SA objectives for Cambridge, identified in the Sustainability Appraisal Scoping Report (June 2012), have been integrated into the assessment forms used to assess the suitability of sites for allocation. In this way SA has been central to the assessment of sites. The assessment forms also include planning and deliverability criteria to give a comprehensive assessment of the sites. Only those sites that are considered to have a potential for development, in some cases with mitigation measures, have been put forward for consultation in this Part 2 document. These are the sites that the Council consider to be ‘reasonable alternatives’, and we are now looking for your views on these sites. The SEA Directive requires that the effects of ‘reasonable alternatives’ are covered. The Government’s SEA Practical Guide (2006) is clear that only reasonable, realistic and relevant alternatives need to be put forward.

- A.13 For the Part 1 document, a joint SA has been prepared, which considers the impact of the site options on the sustainability objectives identified in the Sustainability Appraisal Scoping Reports of both Councils.

### **Structure of this document**

- A.14 In terms of options for site allocations, this document has been split into the following Chapters for ease of navigation:
- **Chapter D:** Residential site options within Cambridge;
  - **Chapter E:** Residential moorings site options within Cambridge;
  - **Chapter F:** University site options within Cambridge;

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<sup>1</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the ‘Proposed Submission’ Plan document. SA must be undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.



- **Chapter G:** Mixed-use development site options within Cambridge; and
- **Chapter H:** Employment site options within Cambridge.

- A.15 Each of the above Chapters begins with a map showing all of the site options being considered for that particular use within Cambridge. This is followed by a more detailed consideration of each specific site option, and it is these detailed descriptions where you may wish to focus any comments that you want to submit.
- A.16 Following on from the Chapters considering options for site allocations, there are also Chapters of the document that focus on the following areas, where we would also welcome your views. These build upon options contained in the Issues and Options Report and provide more detail about possible policy approaches for comment.
- **Chapter I**, residential space standards, considers the approach that could be taken in the new Local Plan with regards to space standards for new homes, in terms of both indoor and outdoor space. These standards would apply to both market and affordable housing;
  - **Chapter J**, car parking standards, considers the approach that could be taken in the new Local Plan with regards to levels of car parking for different types of development;
  - **Chapter K**, cycle parking standards, considers the approach that could be taken in the new Local Plan with regards to levels of cycle parking for different types of development; and
  - **Chapter L**, site designations, considers proposals for site designations, which will be included on the Local Plan Proposals Map. For the purpose of this consultation, the following site designations are considered:
    - Protected Industrial Sites – Annex L1;
    - District and local centres Annex L2; and
    - Protected Open Spaces – Annex L3.

### How to respond

- A.17 Once you have looked through both the Part 1 and Part 2 documents, please send us your comments. You can submit comments on any of the sites considered within this report, as well as the Chapters of the report that consider designations, car and cycle parking standards and residential space standards. There are a number of ways in which you can do this:
- **Using the Council's online consultation system** – This is our preferred means of receiving representations as it is the fastest and most accurate method, helping us to manage your representations quickly and efficiently. Separate instructions on how to use the online consultation system are provided on our website, and officers in the planning policy team are always available to help if you have any queries. Please go to the following link: <http://cambridge.jdi-consult.net/ldf>

- **Using the response form** – If you do not have access to a computer, a paper response form can be completed and sent to the Council. Copies of the response form are available from the planning policy team.

A.18 Please note that the deadline for responses is **5pm on 18<sup>th</sup> February 2012**. Unfortunately, responses received after this deadline can only be accepted in exceptional circumstances. If you have any queries as to how to submit a representation, please contact the planning policy team, using the contact details below.

### **We're here to help**

A.19 Your views are important to us, but we recognise that the planning system is not always easy to understand and navigate. We want to make sure that as many people as possible have an opportunity to have their say on the new Local Plan and site options, regardless of their previous experience with planning matters. That is why we are here to help at every stage of the process. Officers from the planning policy team are available to help guide you through the process of preparing the new Local Plan. You can contact us using one of the following methods:

- You can phone us on 01223 457000 (ask to speak to someone in the planning policy team);
- You can email us at [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

A.20 There will also be opportunities for you to meet officers face-to-face throughout the process of preparing the new Local Plan, through exhibitions that will be held across the city during the site options consultation period. Details of these events, together with up to date information on the Local Plan review can be found on the Council's Local Plan website:

<http://www.cambridge.gov.uk/options2>

A.21 For those who use social media, we shall also be providing regular updates on the Council's Facebook page and twitter feed. We will also provide regular updates on the Local Plan blog, which can be found at:

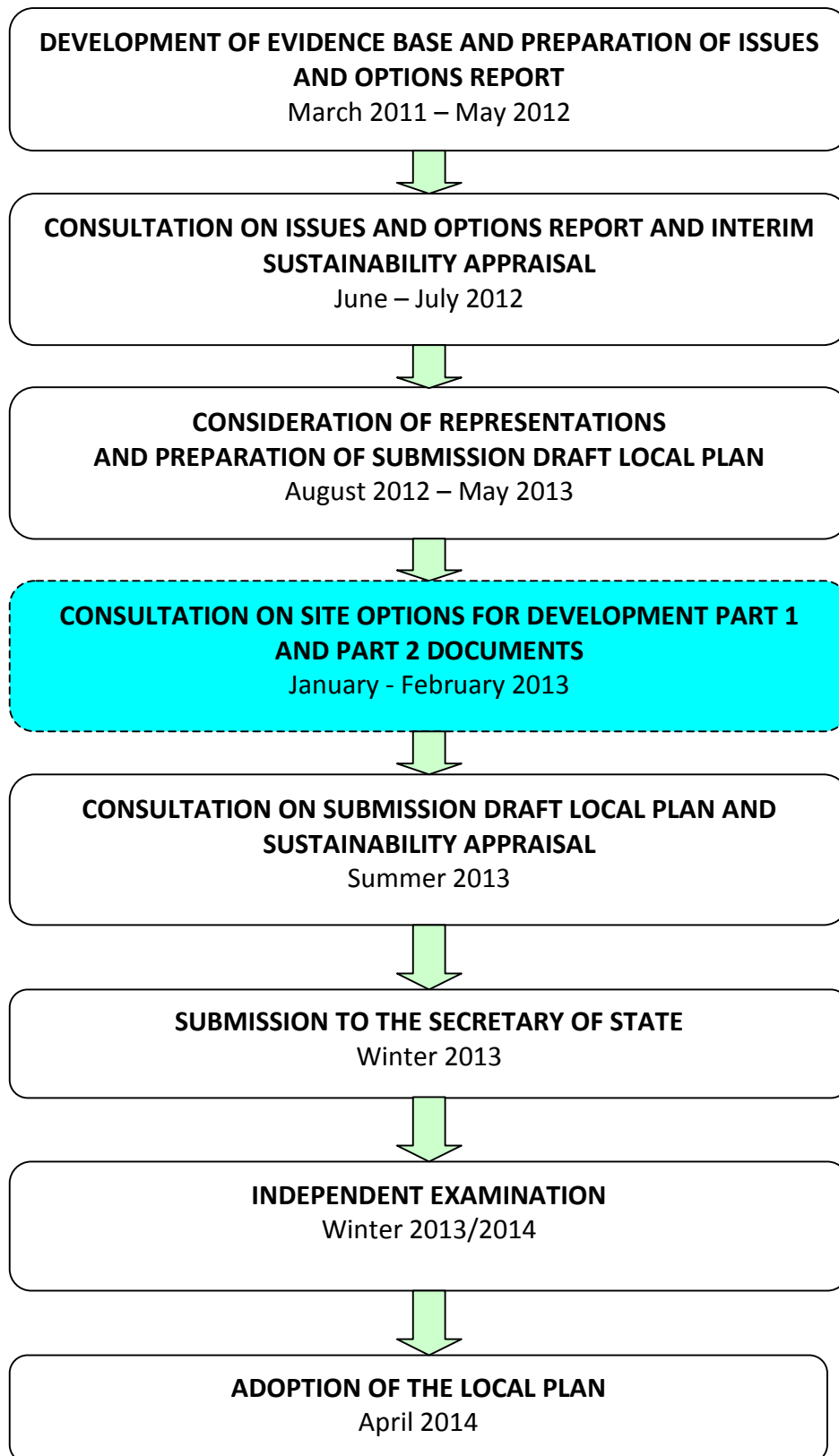
<http://cambridgelocalplan.wordpress.com/>

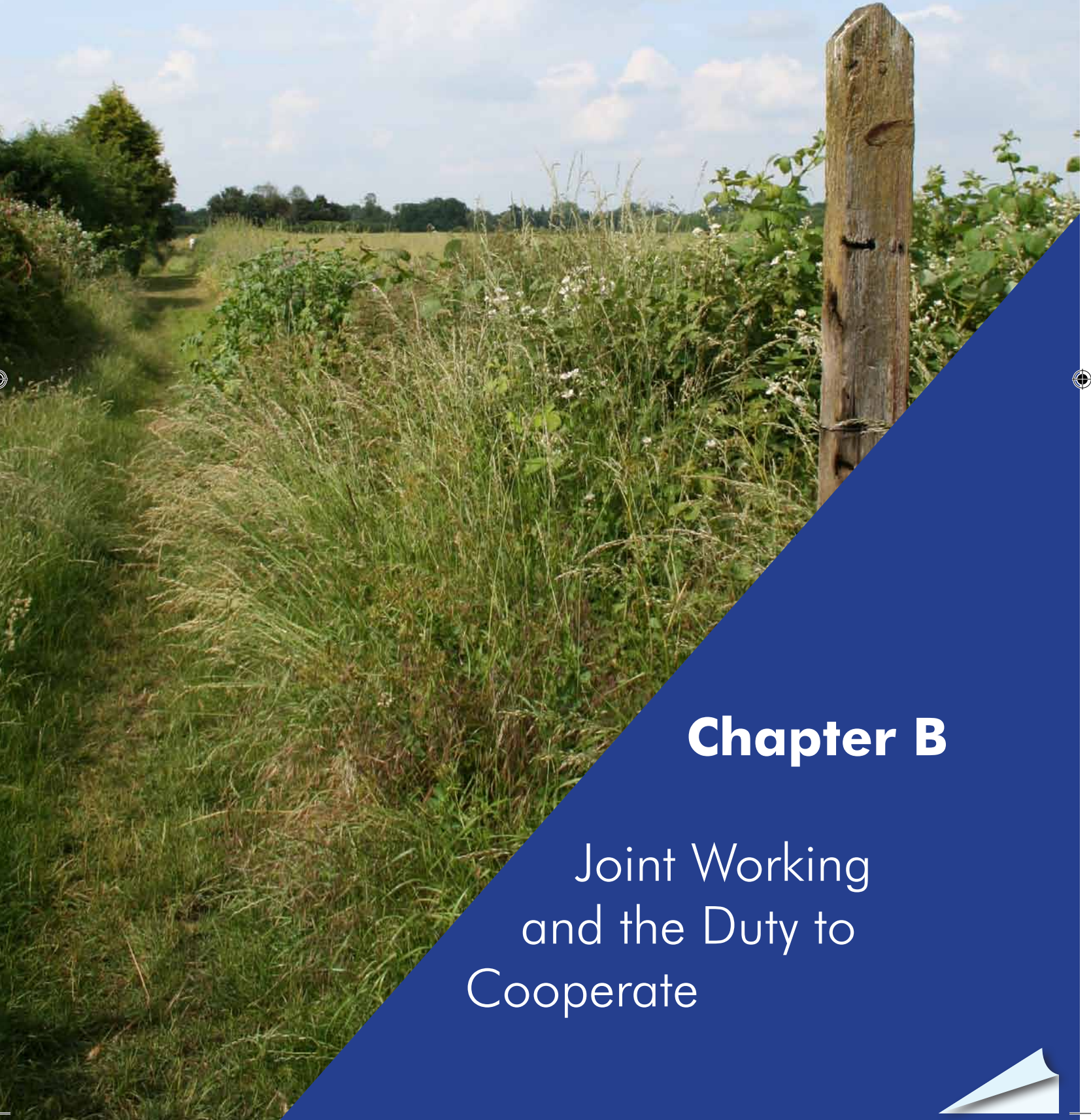
### **What happens next?**

A.22 Once consultation on Issues and Options 2 has finished, we will consider all of the representations that have been received, using them to refine the site allocations that will be included in the Local Plan. We will then draft the actual Local Plan, which will include draft policies, site allocations and designations. This will be subject to a further round of public consultation in the summer of 2013, prior to being submitted to the Secretary of State for examination. At this stage, an independent Government Inspector will consider the 'soundness' of the Local Plan at a public examination. In other words, the inspector will consider whether the plan has been positively

prepared, and that its policies are justified, effective and are in conformity with the National Planning Policy Framework. Following this, the inspector will produce a report of his or her findings, and then the Council will formally adopt the Local Plan. These stages are illustrated in figure 1 overleaf.

Figure 1: Stages in the preparation of the new Cambridge Local Plan





# Chapter B

## Joint Working and the Duty to Cooperate



## **B. JOINT WORKING AND THE DUTY TO COOPERATE**

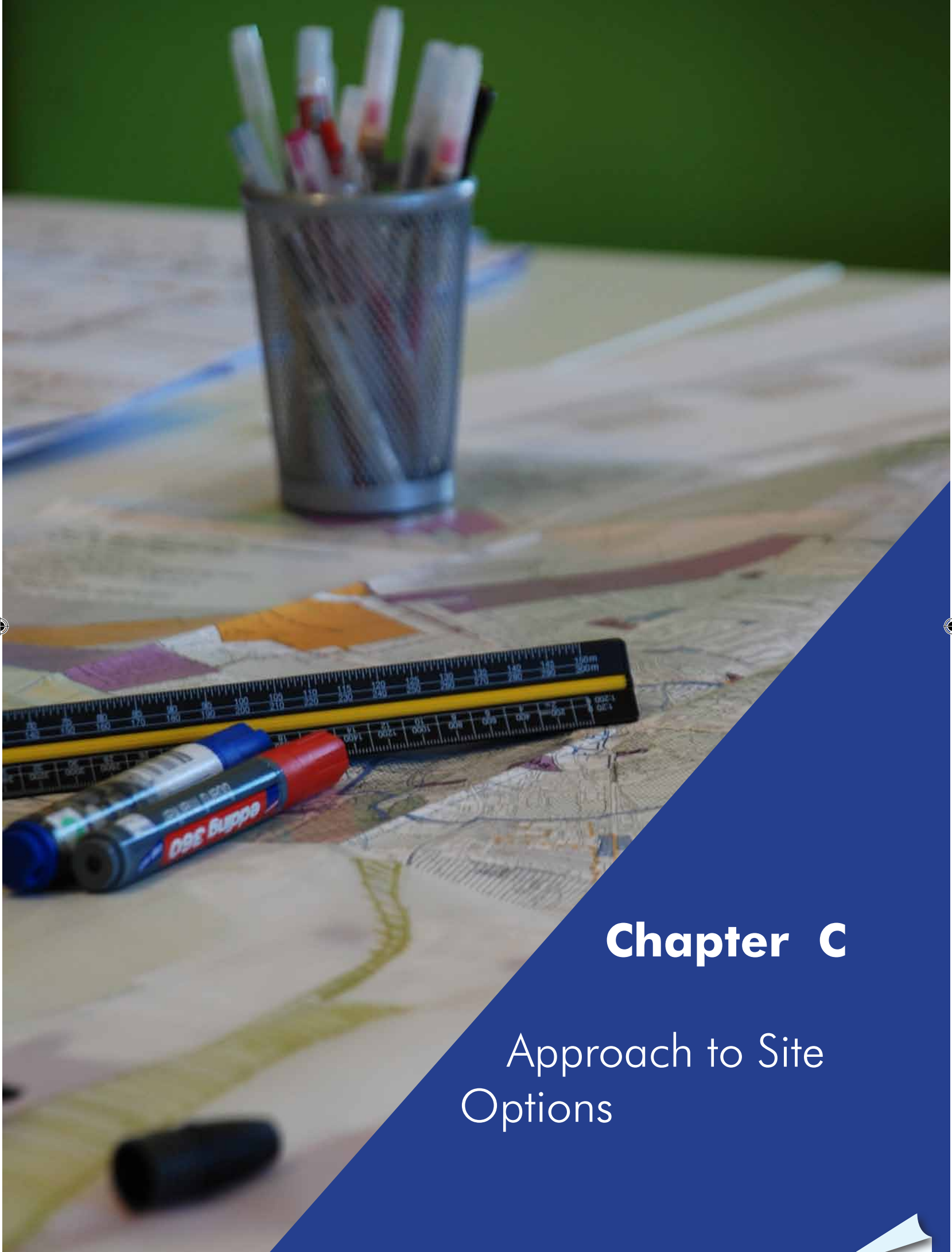
- B.1 Planning issues are not constrained by local authority boundaries. The National Planning Policy Framework states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities. Councils are required to work collaboratively to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual local plans.
- B.2 The City Council has a long history of joint working and has worked closely with South Cambridgeshire District Council on a variety of planning matters over many years reflecting the close functional relationship between the tightly drawn city boundary and its rural surroundings. This includes working together on key strategic and joint issues at both officer and Member level through the preparation of Structure Plans, input to Regional Plans, the preparation of existing development plans, joint Area Action Plans for major developments, the preparation of joint evidence base documents on a wide variety of topics, and other planning matters including various transport strategy documents.
- B.3 The Councils have decided to prepare separate Local Plans for Cambridge and South Cambridgeshire, but are fully aware of the need to work effectively together and that they will need to demonstrate how they have cooperated effectively, both with each other and other key public bodies including the County Council, on the preparation of their respective new Local Plans. The Councils' ongoing approach to joint working is therefore now a specific legal requirement and it will be necessary to provide formal evidence of the cooperation as part of the plan making process.
- B.4 Joint working arrangements have already been established. At a Member level, previous joint working groups have been replaced by two new Member groups: the Cambridgeshire and Peterborough Joint Strategic Planning and Transport Member Group which is a County wide group and the Joint Strategic Transport and Spatial Planning Group specifically to address issues affecting Cambridge and South Cambridgeshire. Work is ongoing at an officer level, steered by regular meetings of senior officers: Chief Planning Officers group for county-wide issues and officers from the three Councils for more Cambridge-focused issues. The Cambridgeshire Councils have already established and then commissioned the Joint Strategic Planning Unit to prepare a strategic spatial framework for Cambridgeshire and Peterborough, which will also help demonstrate the coordinated approach to planning for the long term needs of the wider area and the Unit has also assisted with the preparation of the evidence base for this consultation.
- B.5 The Councils have been working together throughout the preparation of the Issues and Options consultations on the Cambridge Local Plan and the South Cambridgeshire Local Plan, and also the parallel consultation on issues for a

new Transport Strategy for Cambridge and South Cambridgeshire. The Councils took the same approach to joint issues in the recent Issues and Options consultation. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.

- B.6 The Councils have agreed to continue to work jointly as plan preparation continues. In terms of timetables, the Councils' Local Plan programmes have been very similar, although it did not prove possible to align them completely for the Issues and Options (Summer 2012) consultation. The consultations did however overlap in July 2012.







# Chapter C

## Approach to Site Options



## **C. APPROACH TO SITE OPTIONS**

C.1 In order to identify potential sites for allocation a methodology has been developed, which is set out in further detail in the document “Technical Background Document – Site Assessments within Cambridge”. This technical document sits alongside the Part 2 consultation document and presents the detailed assessments for each of the site options considered. When using the Council’s online consultation system, a weblink to the relevant Chapter of the technical document has been provided for each site option, to enable you to see the detailed assessments of each site, which may help to inform your response to site options.

### **Assessment of site options**

C.2 To assess the suitability of sites, an assessment form has been developed, which considers a number of criteria relating to social, economic and environmental factors related to the location of the site, as well as criteria relating to the planning suitability of the site. The assessment form has been developed to fully integrate the requirements of the Sustainability Appraisal process, and criteria in the assessment form take into account the social, environmental and economic sustainability themes set out in the Sustainability Appraisal Scoping Report. The assessment form also builds upon the assessment that was carried out on potential housing sites in the Strategic Housing Land Availability Assessment (SHLAA).

C.3 The first part of the assessment form (Level 1) is a high level sieve containing criteria that could potentially prevent development of a site, for example if a site is within a floodplain. The Level 2 criteria are broken down into a number of categories to determine whether a site would be suitable for development, as follows:

- Accessibility to existing centres and services;
- Accessibility to outdoor facilities and green spaces;
- Supporting economic growth;
- Sustainable transport;
- Air quality, pollution, contamination and noise;
- Protecting groundwater;
- Protecting the townscape and historic environment;
- Biodiversity and green infrastructure.

C.4 At the end of the Level 2 assessment, a conclusion is reached as to whether or not a site has development potential. This conclusion also considers which type of use would be most suitable for a site, be it residential, employment or mixed use development. The conclusion may also identify if parts of a site are more sensitive to development than others, or whether only part of a site may be suitable for development. Only sites that are available, and considered suitable in planning and sustainability terms are being consulted upon. Those sites that have been rejected as part of the assessment work

are not being consulted upon, although details of these sites have been included within the technical document and Appendix 1 of this document.

- C.5 A broad financial viability assessment of each of the sites will also be carried out as part of the review of the Local Plan. This work is being carried out by consultants Dixon Searle, and will help assist in determining which of the site options will be allocated for development in the new Local Plan.
- C.6 The assessment of each of the site options has been undertaken by officers in the planning policy team at Cambridge City Council. Assistance has also been sought from other expert officers within the Council in relation to matters such as historic environment, biodiversity, urban design, landscape, cycling and environmental health, as well as County Council expertise in relation to highways, education, and minerals and waste.

### **Site selection**

- C.7 A number of sources have been used to identify sites. These include the following sources, although this is not an exhaustive list:
- Sites allocated in the current 2006 Local Plan, associated Area Action Plans and Supplementary Planning Documents, which have not yet been developed;
  - Sites identified in the following studies:
    - Strategic Housing Land Availability Assessment, May 2012;
    - Employment Land Review, 2007 and 2012 update;
    - Cambridge Sub Region Retail Study, 2008;
    - Cambridge Hotel Futures: Headline Findings Issues and Options Report, April 2012;
  - Any sites and site boundaries identified by the Council within the Issues and Options Consultation, June 2012;
  - Any sites subsequently submitted by landowners and developers or their agents in response to the Issues and Options consultation;
  - Any sites identified by the Council's own departments (e.g. property services), other Councils and statutory Government agencies.
- C.8 A long list of sites was drawn up and was initially reduced by removing those sites which had already been consulted upon in the Issues and Options consultation in June/July 2012 (including Gypsy and Traveller Sites, major allocations and opportunity areas), sites less than 0.5 hectares (apart from a small number of residential sites which due to their location could be developed at a high density), and those picked up through annual monitoring, where planning permission had been granted.
- C.9 For the residential site options, the SHLAA is a key part of the evidence. The purpose of the SHLAA is to identify land and buildings with potential for new housing. The Council is required to prepare a SHLAA for its area and the most up to date version was published in May 2012.

- C.10 Not all of the sites included in the SHLAA have been included in this Site Options consultation, the focus of which is on strategic sites of a certain size (0.5 hectares or more).
- C.11 The assessment of sites for employment related development has been informed by the Employment Land Review Update 2012. The focus for employment sites is on popular locations in the city for employment development, notably Cambridge City Centre (particularly the Hills Road/Station Road area), and the northern fringe area around Cambridge Science Park, Cambridge Business Park and St John’s Innovation Centre. Consideration is also given to the opportunities presented by the redevelopment of the area around Cambridge Science Park Station for further employment related development.
- C.12 Some of the comments received to the Issues and Options consultation suggested large areas of search be assessed for further development. This would have been extremely difficult to assess given the approach that has been taken to site assessment using the assessment form described above. Many of the criterion within the assessment form relate to the distance from the site to certain services and facilities, also specific planning related matters such as whether there is a suitable access to the site and this would be very difficult to assess for an area of search. A large number of sources have been used to identify suitable sites, and sites were put forward following consultation on the Issues and Options Report. The current consultation period provides an additional opportunity for sites to be put forward to the Council.
- C.13 Opportunity Areas were consulted upon in the Issues and Options Report. Some of the consultation responses suggested that there should be further Opportunity Areas; in particular that Mitcham’s Corner and Newmarket Road should be Opportunity Areas. The Council will consider these further in the development of the Draft Local Plan.
- C.14 Additional issues surrounding the need for student accommodation and the provision of a new hospice for the Cambridge area came forward through Issues and Options consultation, as detailed below.

**Student accommodation for the Colleges and the University of Cambridge**

- C.15 As reported in the Issues and Options Report, if current projected growth rates are to be met, the University of Cambridge faces a shortfall in 3,740 student rooms by 2031. While 2,000 new units of student accommodation are to be provided at North West Cambridge, the accommodation will primarily be for new as opposed to existing Colleges. Excluding North West Cambridge, the Colleges estimate that around 1,500 rooms can be provided

by refurbishment of existing space within their own sites. Space for further rooms would have to be found on other sites within the city.

**Question C.1:**

How much new land will be needed for university growth during the plan period and where should it be allocated?

**Question C.2:**

Are there other sites that might be suitable for allocation for new student accommodation for the Colleges and the University of Cambridge?

**Student accommodation for Anglia Ruskin University**

- C.16 Anglia Ruskin University are midway through redeveloping their East Road campus following the masterplan and planning consent agreed in 2009. A further extension to the campus' teaching space was recently approved at New Street/Young Street.
- C.17 Anglia Ruskin University is keen to house as many of its students as possible in purpose built hostel accommodation. It is making significant new provision of student hostels as part of the redevelopment of the CB1 redevelopment at the Station. A series of reserved matter applications have been approved or are currently pending, with the first phase of student accommodation providing 500 bedspaces for Anglia Ruskin University.
- C.18 Anglia Ruskin University has a continuing need to provide new student hostel accommodation and will be losing 106 bedspaces at Nightingale and Bridget's Hostels in Tennis Court Road. The Council is continuing to investigate site options as part of the preparation of the Draft Plan.

**Question C.3:**

Are there other sites which might be suitable for allocation for new student accommodation for Anglia Ruskin University?

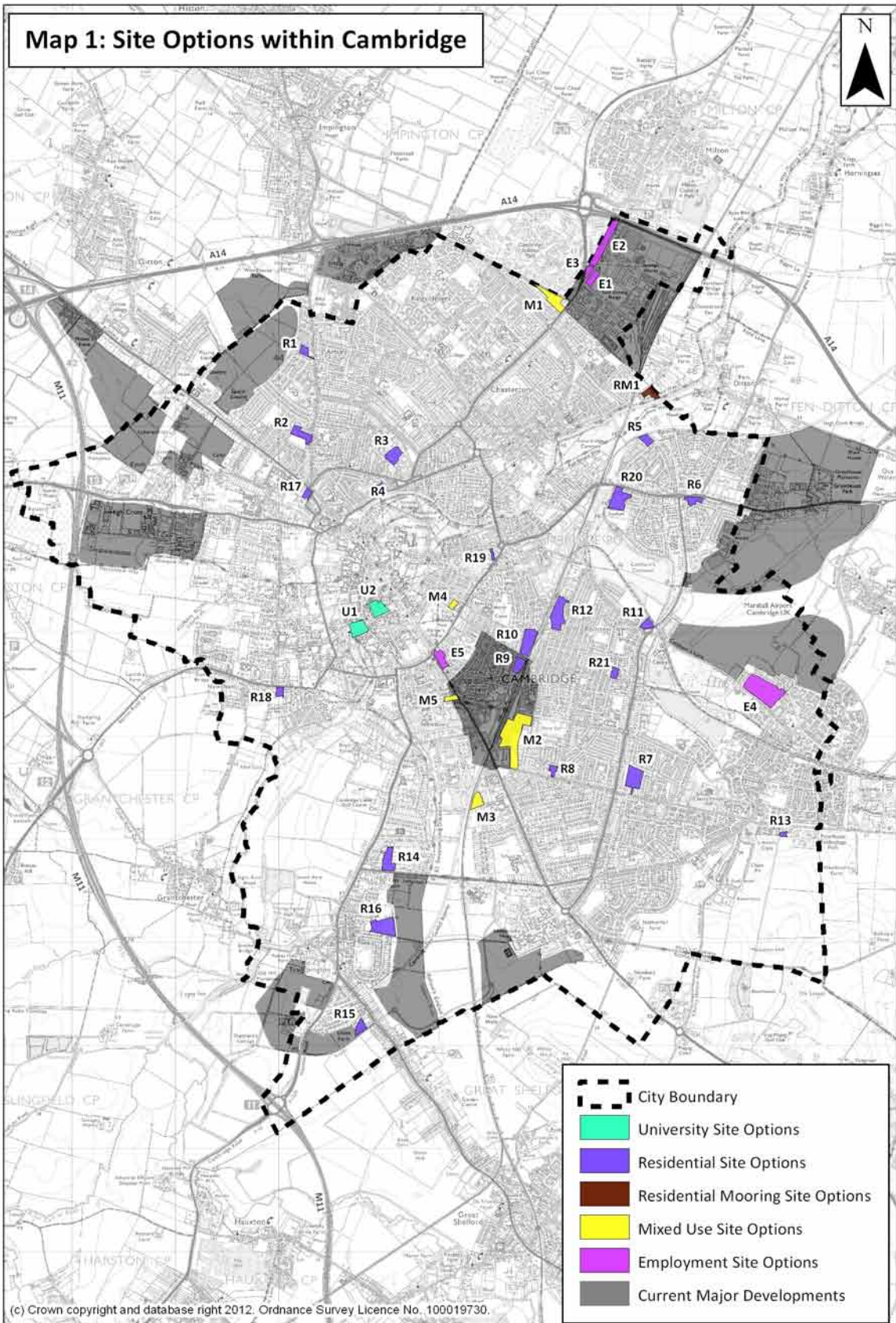
**Hospice provision**

- C.19 Representations were made to the Councils' Issues and Options reports in relation to hospice provision. Hospices provide palliative care for the terminally and seriously ill. They form an important part of community infrastructure and include the Arthur Rank Hospice on Mill Road and the East Anglia Children's Hospices at Milton. Along with South Cambridgeshire District Council, the Council is continuing to investigate site options as part of the preparation of the Draft Plan.

**Question C.4:**

Are there any sites which might be suitable for allocation for new hospice provision?

- C.20 Map 1 on the next page shows all of the sites being considered as possible site allocations within Cambridge.







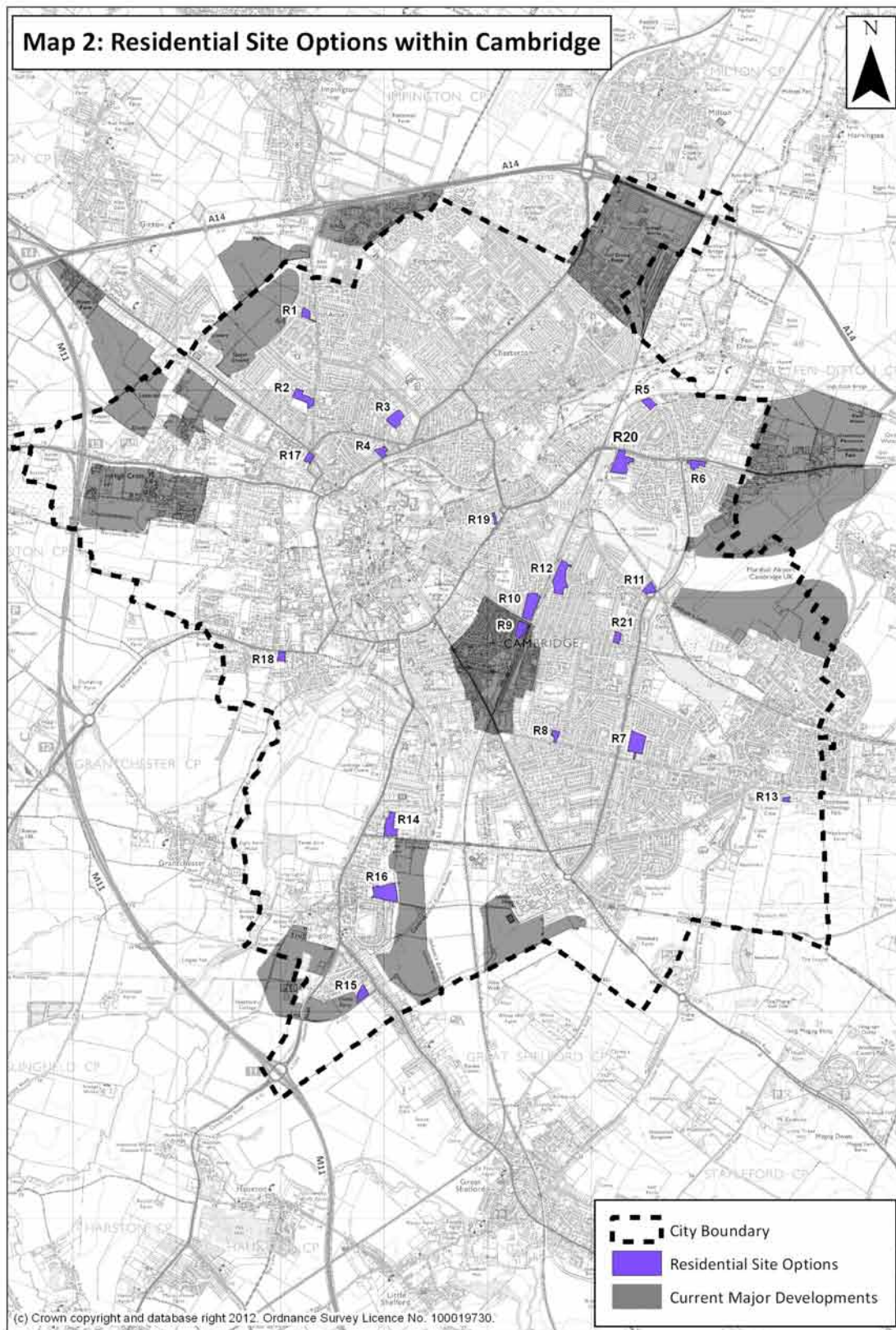


# Chapter D

## Residential Site Options Within Cambridge



### D. RESIDENTIAL SITE OPTIONS WITHIN CAMBRIDGE



## SITE NUMBER R1 – 295 HISTON ROAD

**Ward:** Arbury

**Area:** 0.71ha

**Potential Capacity:** 32

**Reference(s):** Local Plan 2006 Allocation Site (residential) – Site 5.17

### SITE MAP



### Description:

There are two buildings on this site. One is used for a furniture shop and an education centre (tutorial school), this is a two-storey warehouse type building extended from the rear of two former residential properties. The other is home to Cambridge Squash Club and this is a two-storey warehouse type building. Approximately half the site is residential garden type land. It is located approximately 50 metres to the west of Histon Road, to the south of Chancellors Walk and is surrounded on all sides by residential development.

### COMMENTS

#### Pros:

- Previously developed, largely vacant site, providing opportunity for development;
- Adjacent to an established residential community;
- Proximity to NIAB site which will have a new local centre and facilities;
- Limited visual impact; and
- No infrastructure upgrades are likely to be required.

**Cons:**

- There are surface water flooding issues across the site. Careful mitigation required; and
- Loss of squash courts.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R2 – WILLOWCROFT, HISTON ROAD

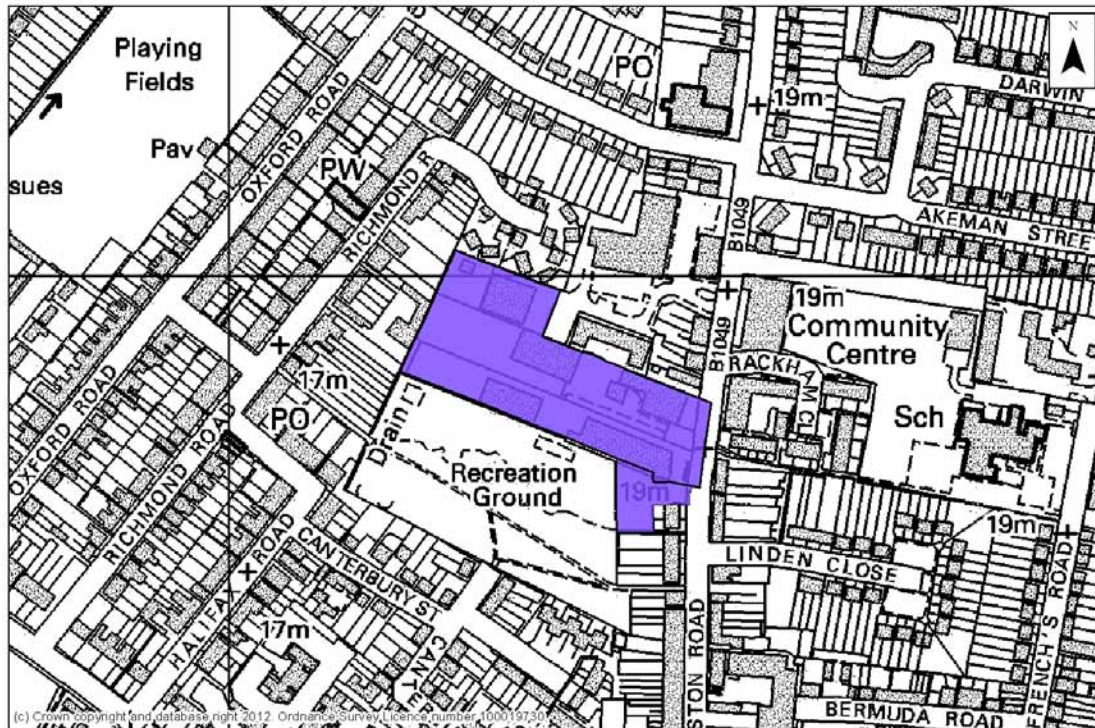
**Ward:** Arbury

**Area:** 1.59ha

**Potential Capacity:** 78

**Reference(s):** Local Plan 2006 allocation site (for residential) – site 5.07. Also includes SHLAA site CC312 – Land rear of 129 – 133 Histon Road

### SITE MAP



### Description:

Industrial area located west of Histon Road, with the far western border of the site being the rear gardens of the properties on Richmond Road. To the north are the rear gardens on Nursery Walk and Histon Road Local Centre. There is a recreation ground to the south. There is a car park to the southwest of the site.

### COMMENTS

#### Pros:

- Proximity to Local Centre and facilities;
- Adjacent to a main radial route;
- Site is directly adjacent to Histon Road Recreation Ground, which has a range of children's play facilities for different ages; and
- Within 400m of two primary schools.

#### Cons:

- There are high traffic volumes and cycling provision could be better on this part of Histon Road; and

- Any damage to protected trees on site would need to be mitigated.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R3 – CITY FOOTBALL GROUND

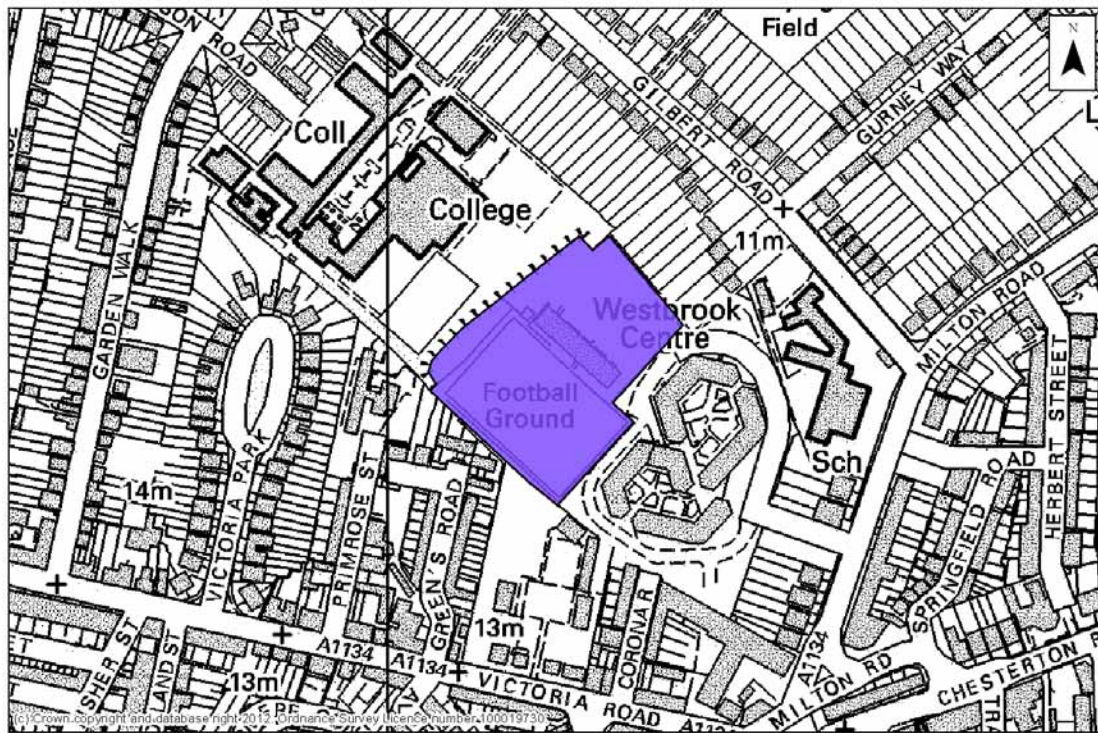
**Ward:** West Chesterton

**Area:** 1.71ha

**Potential Capacity:** 147

**Reference(s):** Local Plan 2006 allocation site (for residential) – site 5.05.

### SITE MAP



### Description:

This site is currently used as a football ground (playing field, club house, stand and car parking) for Cambridge City Football Club. The site is set away from main street frontages in an area bounded by Victoria Road, Milton Road, and Gilbert Road. The site is reached via the Westbrook Centre access road, which turns off Milton Road a short distance beyond Mitcham's Corner.

### COMMENTS

#### Pros:

- Close to City Centre and adjacent to District Centre;
- The site is set away from the main street so there would be limited visual impact;
- Close to primary school and Bateson Road Play Area; and
- Good public transport links to City Centre and other areas.

**Cons:**

- Loss of City Football Ground. Any future development would need to satisfactorily demonstrate recreational facilities are re-provided elsewhere in a similarly accessible location;
- Poor pedestrian and cycling connectivity with surrounding area. Development could provide an opportunity for improvement; and
- There are access problems with this site that would need to be mitigated before any approval could be granted.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>



## SITE NUMBER R4 – HENRY GILES HOUSE, CHESTERTON ROAD

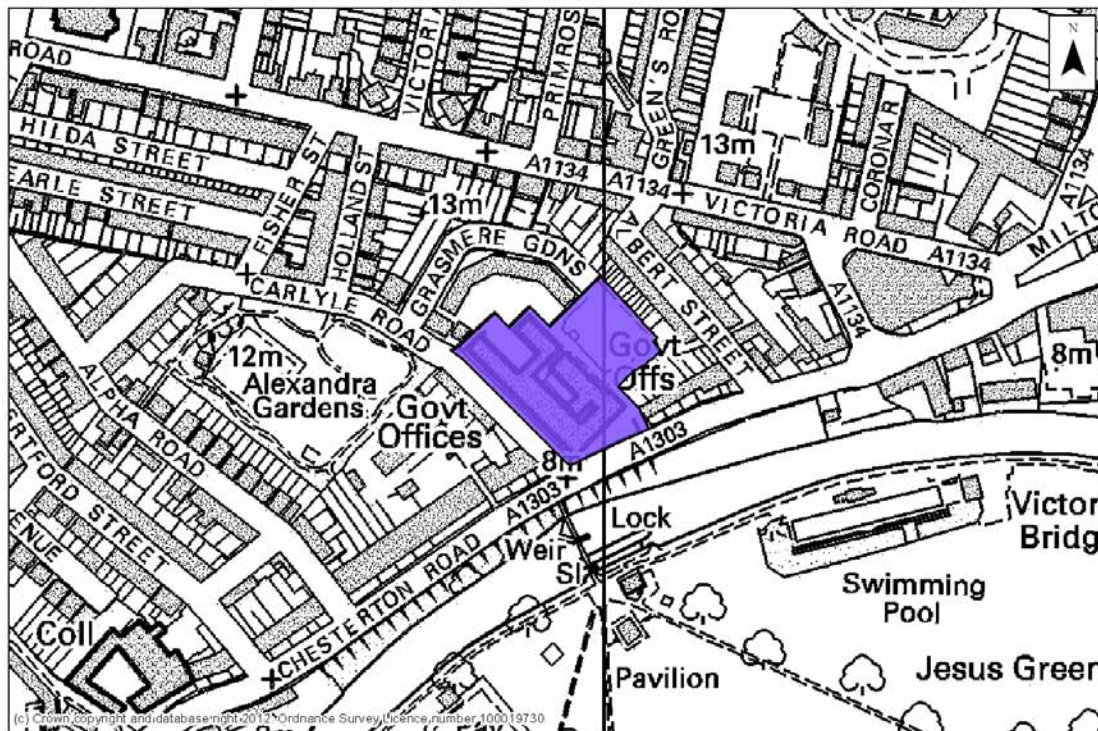
**Ward:** West Chesterton

**Area:** 0.775ha

**Potential Capacity:** 48

**Reference(s):** Local Plan 2006 allocation site (for residential) – site 5.15.

### SITE MAP



### Description:

This site relates to the four storey, flat roofed Social Security/Jobcentre building. It is located on the corner of Chesterton Road and Carlyle Road. The building is set back from Chesterton Road, with an area of car parking between the building and the footway. There is a car park to the rear of the building.

### COMMENTS

#### Pros:

- Close to City Centre and adjacent to Mitcham’s Corner District Centre;
- Adjacent to open space (Jesus Green);
- Existing infrastructure is likely to be sufficient;
- Close to health centres, schools and play areas;
- Good public transport links to City Centre and other areas; and
- Good cycling and walking links.

**Cons:**

- Surface water flooding issues on site, possible to mitigate with careful consideration to site layout; and
- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R5 – CAMFIELDS RESOURCE CENTRE AND OIL DEPOT

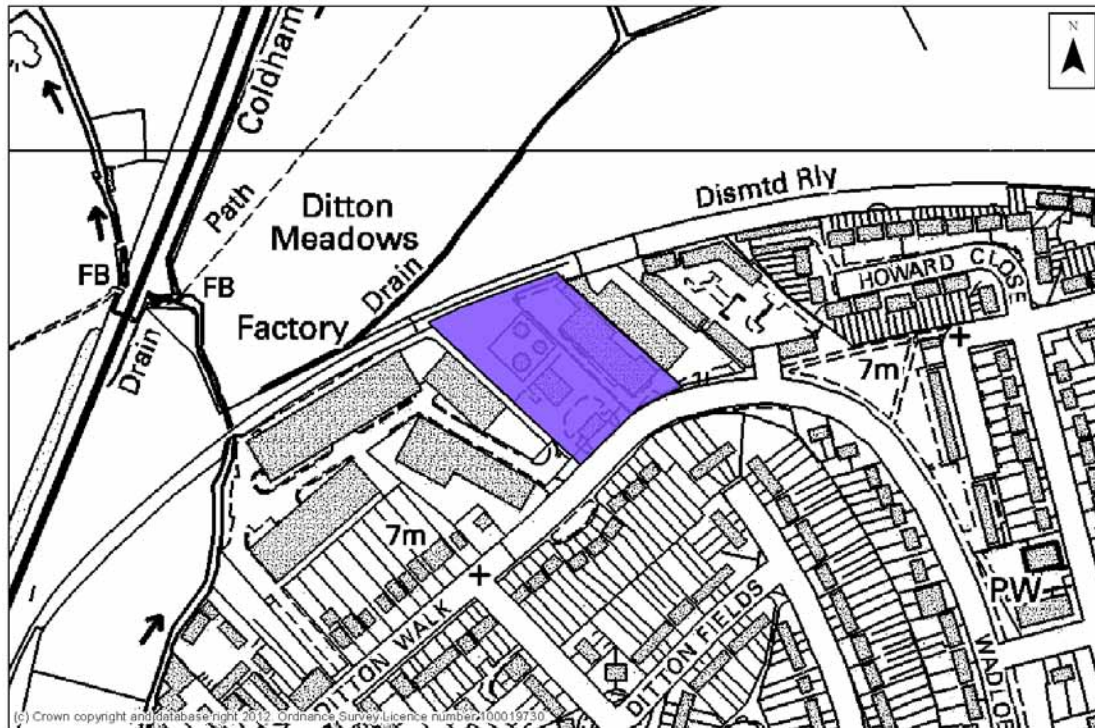
**Ward:** Abbey

**Area:** 0.858ha

**Potential Capacity:** 35

**Reference(s):** SHLAA site 906 is contained within the boundary of this site to which the oil depot area has been added

### SITE MAP



### Description:

This is an industrial site on the north side of Ditton Walk. It is bounded on the north by Ditton Meadows, on the west and east by warehouse/industrial type buildings and on the south by residential. It is in use as a resource centre and oil depot. The site to the east was granted permission for residential development in 2011 (11/0596/FUL).

### COMMENTS

#### Pros:

- Adjacent to an established residential community;
- Good public transport links to city centre and other areas;
- Close to play areas and accessible natural greenspace, Ditton Fields Recreation Ground and Dudley Road Recreation Ground;
- Potential to clean up contaminated site;
- Existing infrastructure is likely to be sufficient; and
- Within 800m of Barnwell Local Centre.

**Cons:**

- Surface water flooding issues across the site. Mitigation is possible with careful consideration to site layout;
- Oil contamination beneath the site. Capable of remediation but some types of residential development may not be suitable (houses with gardens); and
- Any new development needs to minimise the impact it may have on the semi-natural private greenspace north of the site.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>

**SITE NUMBER R6 – 636-656 NEWMARKET ROAD, HOLY CROSS CHURCH HALL, EAST BARNWELL COMMUNITY CENTRE AND MEADOWLANDS, NEWMARKET ROAD**

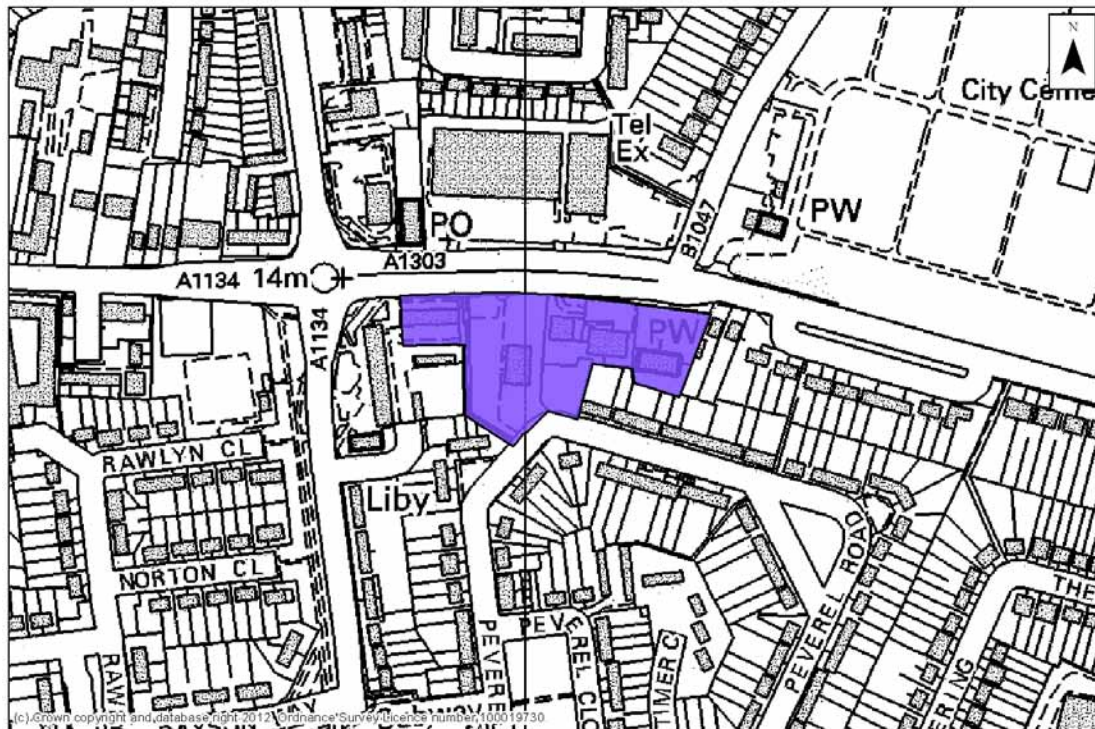
**Ward:** Abbey

**Area:** 1.01ha

**Potential Capacity:** 75

**Reference(s):** SHLAA – Site CC443

**SITE MAP**



**Description:**

A series of community facility and other mixed use type buildings (Church, flats, nursery, games court, vicarage) and associated car parking, on the south side of Newmarket Road close to the Barnwell Road/Wadloes Road roundabout. Residential development borders the site to the east and south.

**COMMENTS**

**Pros:**

- Redevelopment of the site could make more efficient use of land and any proposal would need to include modern replacement of community facilities;
- Close to Barnwell Road Local Centre, East Barnwell Health Centre and Peverel Road Play Area;
- Existing infrastructure likely to be sufficient;
- Good public transport links to City Centre and other areas; and
- Existing community facilities are in very poor quality buildings and redevelopment would enable an upgrade.

**Cons:**

- Multiple land ownership;
- There is a Tree Preservation Order (TPO) on the Methodist Church part of the site; and
- Noise problems affect the end of the site near Newmarket Road. Careful mitigation required.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R7 – THE PADDOCKS, CHERRY HINTON ROAD

**Ward:** Coleridge

**Area:** 2.79ha

**Potential Capacity:** 123

**Reference(s):** Local Plan 2006 Allocation (for residential) – Site 5.02

### SITE MAP



### Description:

Industrial estate located just to the north of Cherry Hinton Road, close to the junction with Perne Road. The site is bounded to the north, east and south by residential and there are allotment gardens and residential to the west.

### COMMENTS

#### Pros:

- Close to Adkins Corner Local Centre and other facilities;
- Adjacent to an established residential community;
- Close to Cornford House Surgery, four primary schools, sports facilities and two play areas; and
- Good public transport links to City Centre and other areas.

#### Cons:

- Potential contamination from industrial use but should be capable of remediation;
- Loss of employment land; and
- Safety improvements for cyclists needed to nearby roundabout.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>



## SITE NUMBER R8 – 149 CHERRY HINTON ROAD

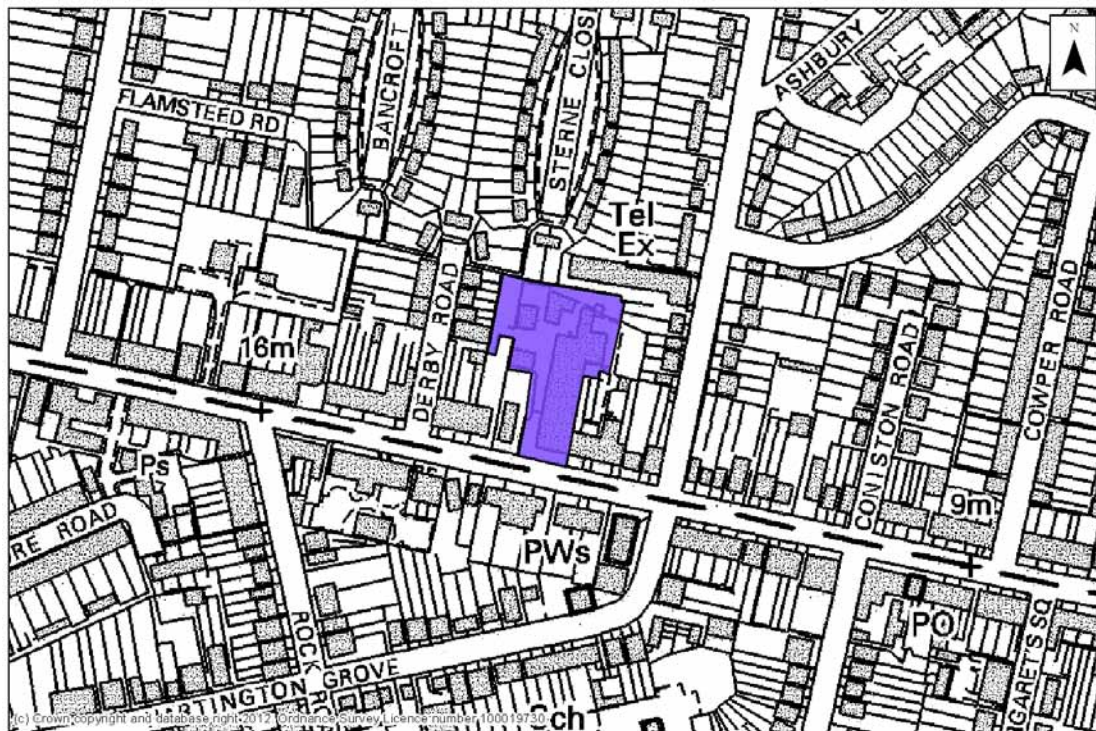
**Ward:** Coleridge

**Area:** 0.55ha

**Potential Capacity:** 17

**Reference(s):** SHLAA Site - CC087

### SITE MAP



### Description:

The site consists of a number of light industrial buildings (laundry site – retail shop to the front with laundry process works to the rear of site). The surrounding area is predominantly residential but there is another light industrial site to the northwest.

### COMMENTS

#### Pros:

- Close to Cherry Hinton Road West and East Local Centres and facilities;
- Close to railway station and good public transport links to City Centre and other areas;
- Close to Morley Memorial Primary School and Coleridge Community College;
- Close to outdoor sports facilities, play space and accessible natural greenspace;
- Less than 1km from an employment centre; and
- Existing infrastructure likely to be sufficient.

**Cons:**

- Loss of local laundry service; and
- Concerns about noise, which should be capable of adequate mitigation and potential contamination which should be capable of remediation.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R9 – TRAVIS PERKINS, DEVONSHIRE ROAD

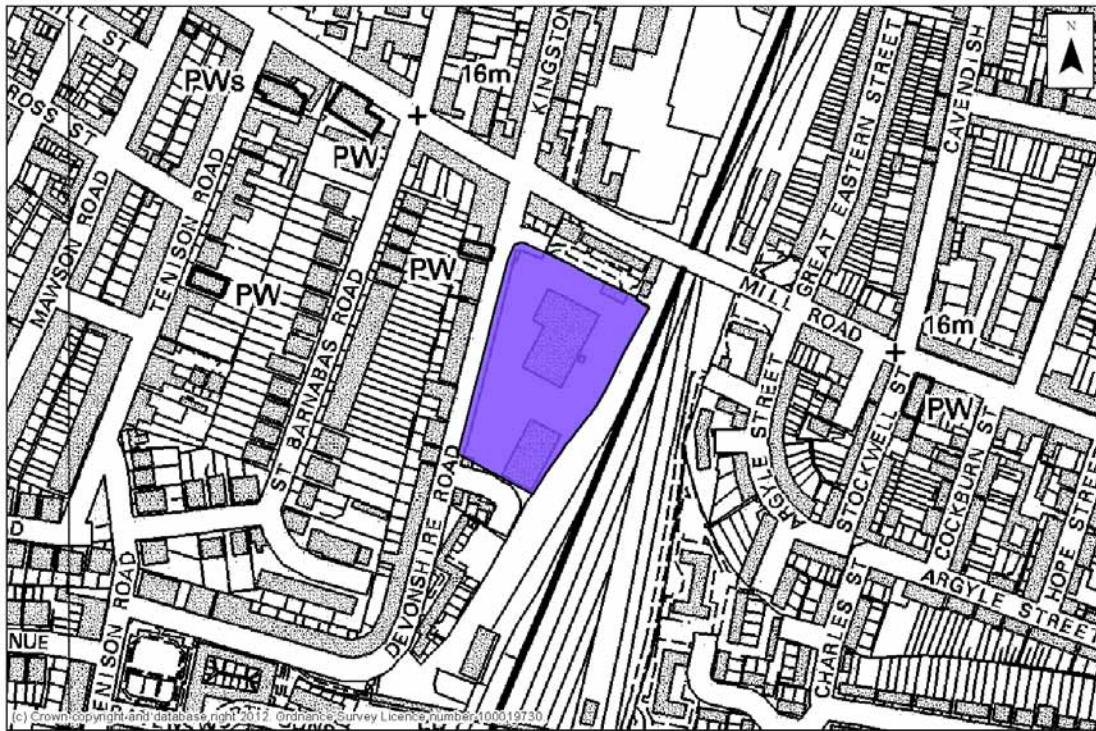
**Ward:** Petersfield

**Area:** 1.23ha

**Potential Capacity:** 43

**Reference(s):** Local Plan 2006 allocation site (for residential) – site 5.09.

### SITE MAP



### Description:

Large industrial premises located off Devonshire Road, close to the junction with Mill Road. The site is bounded by the railway line to its east and residential to the south and west. The site is currently in use by Travis Perkins builders suppliers. It is currently pending a decision on an application for a mixed use development, including some residential.

### COMMENTS

#### Pros:

- Close to Mill Road West Local Centres and relatively close to the city centre and facilities;
- Close to railway station and within 400m of bus services that link the site to the City Centre;
- Close to play space and accessible natural greenspace; and
- Adjacent to an established residential community.

**Cons:**

- Most of the site is more than 800m from nearest primary school; and
- Site is adjacent to a number of almshouses which have the status of Buildings of Local Interest (BLIs) and front onto Mill Road. Potential for adverse impacts but capable of mitigation.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R10 – MILL ROAD DEPOT AND ADJOINING PROPERTIES

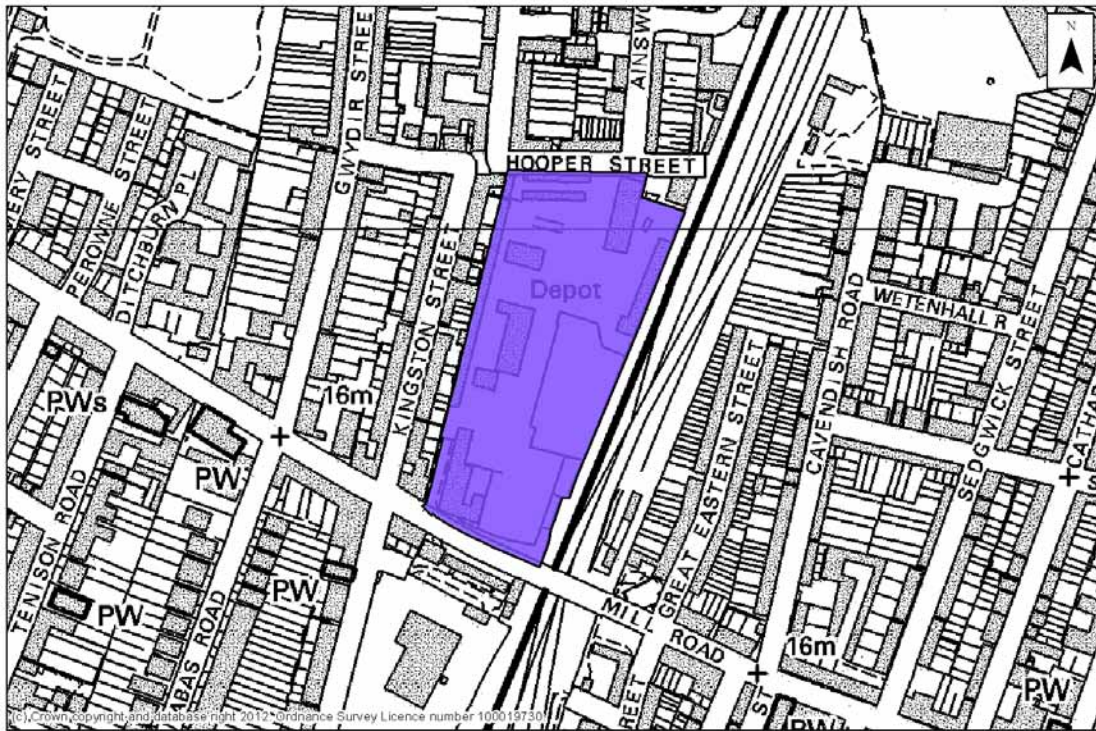
**Ward:** Petersfield

**Area:** 2.7ha

**Potential Capacity:** 167

**Reference(s):** SHLAA Site - CC102

### SITE MAP



### Description:

Mill Road Depot is located off Mill Road, between Kingston Street to the west and the railway bridge to the east. The depot incorporates many of the Council's services, including offices, vehicle MOTs, waste disposal and collection and storage and is industrial in nature. It is in use as the Council's Depot, warehouse buildings and offices, community facilities within the listed library, language school and leased garages.

### COMMENTS

#### Pros:

- Close to Mill Road East and West Local Centres and relatively close to the City Centre and facilities;
- Close to railway station and within 400m of bus services that link the site to the City Centre;
- There is an open space deficiency in Petersfield Ward which development here could help to address;
- Existing infrastructure is likely to be sufficient;
- Close to play space and accessible natural greenspace; and

- Adjacent to an established residential community.

**Cons:**

- Any development will need to take into account the setting of a Grade 2 listed building;
- The site is in multiple ownership;
- Access may be difficult as it should not be from Mill Road;
- There are contamination issues on site that would need to be mitigated. Capable of remediation but careful mitigation required; and
- There is poor cycling provision on Mill Road and the site is near a dangerous junction. Development may provide an opportunity for improvement.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R11 – HORIZON RESOURCE CENTRE, COLDHAM’S LANE

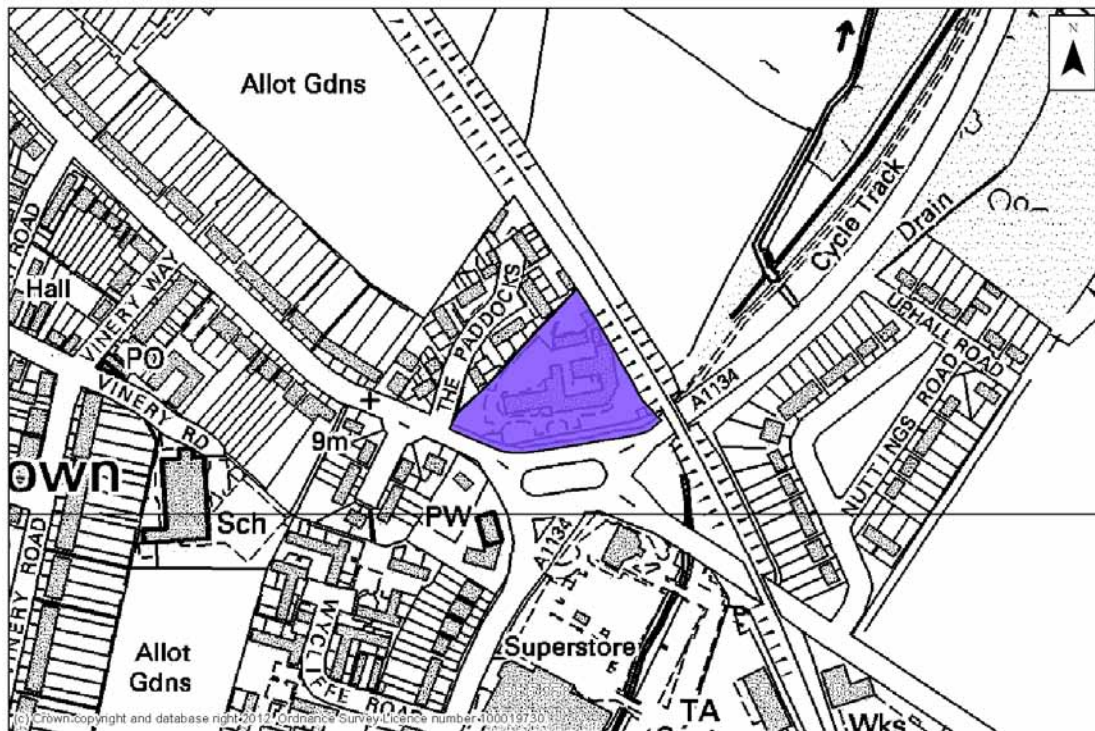
**Ward:** Romsey

**Area:** 0.82ha

**Potential Capacity:** 40

**Reference(s):** SHLAA Site - CC629

### SITE MAP



### Description:

A site housing the Horizon Resource Centre (a day centre) and associated car parking. It is located just north of Coldham's Lane, on a roundabout, and is bounded by the railway line to the east and the residential buildings of The Paddocks to the north.

### COMMENTS

#### Pros:

- Adjacent to an established residential community;
- The site is close to a superstore, although access would be difficult across the busy roundabout;
- Close to an employment centre, a primary school, sports facilities, play areas and accessible natural greenspace; and
- Site could support reasonably high density.

**Cons:**

- Access to the site may be difficult;
- Poor access to public transport; and
- The site is adjacent to a busy roundabout with a high cycle accident rate. Development may provide an opportunity for improvements to the public realm.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>



## SITE NUMBER R12 – RIDGEONS, 75 CROMWELL ROAD

**Ward:** Romsey

**Area:** 3.27ha

**Potential Capacity:** 120

**Reference(s):** SHLAA Site CC922 - Part of a Local Plan 2006 allocation site (for residential) – site 5.14

### SITE MAP



### Description:

Large broadly wedge shaped industrial area, currently in use by Ridgeons, which forms part of a Local Plan 2006 allocation site (for residential) – site 5.14. The site is located in between the Cambridge to King's Lynn railway line to the west and Cromwell Road to the east. The site is used for the storage, display and sale of building, plumbing and decorating materials, and for offices ancillary to this business.

### COMMENTS

#### Pros:

- Close to Fairfax Road Local Centre and shops and facilities on Mill Road at a greater distance;
- Site is close to sports facilities, play areas and accessible natural greenspace;
- Site access is achievable and existing infrastructure is likely to be sufficient; and
- Good public transport and cycling links.

**Cons:**

- Site is likely to be contaminated due to multiple former light industrial uses. Remediation is possible but it may not be suitable for houses with gardens;
- There are noise and vibration issues due to the proximity of the site to the railway line and assessment and mitigation would be required; and
- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality.

For the technical assessment of this site, please visit <http://cambridge.idi-consult.net/ldf/>

## SITE NUMBER R13 – 78 AND 80 FULBOURN ROAD

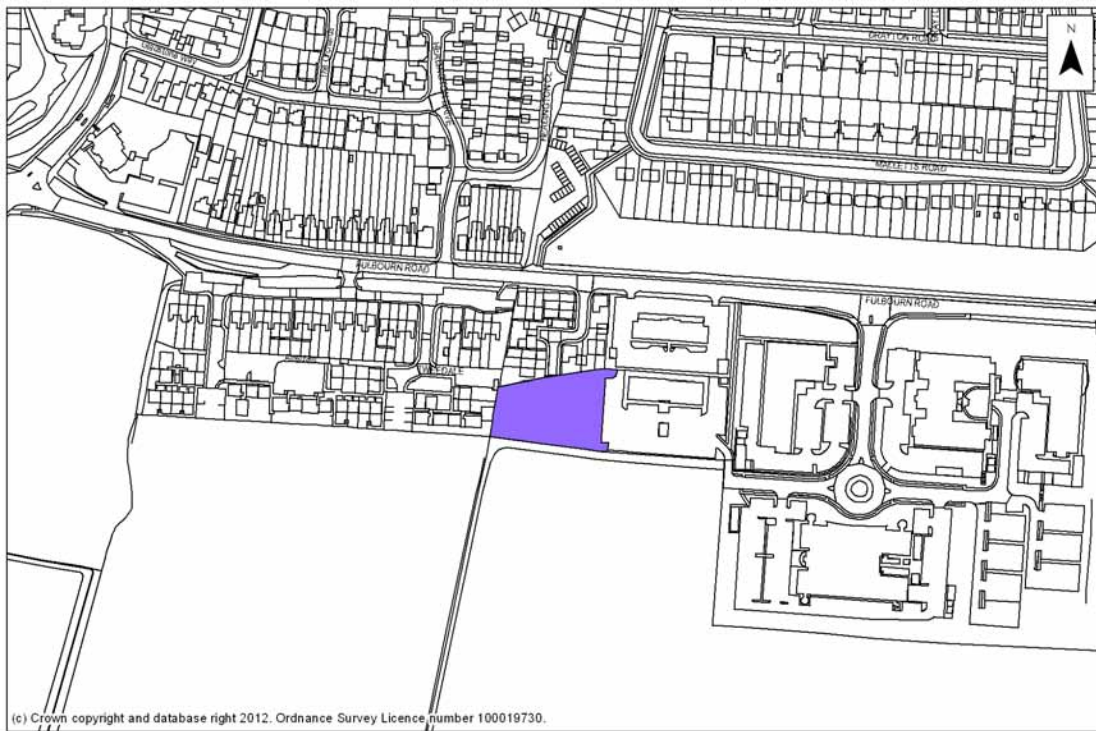
**Ward:** Cherry Hinton

**Area:** 0.59ha

**Potential Capacity:** 17

**Reference(s):** SHLAA – Site CC755

### SITE MAP



### Description:

Greenfield site to the south of Fulbourn Road, bounded by residential buildings of Tweedale to its west and the Cambridge Water building and associated car parking to its east. There is open agricultural Green Belt land to the south, which has been identified as a potential Green Belt release for employment. The site to the north has been redeveloped for residential and could provide access.

### COMMENTS

#### Pros:

- Access could be provided through the site to the north;
- Relatively close to Cherry Hinton Local Centre and other services and facilities;
- Site is close to outdoor sports facilities, play areas and accessible natural greenspace; and
- Good public transport links to City Centre and other areas.

**Cons:**

- There are surface water flooding issues towards the centre of the site. Careful mitigation required;
- There is poor cycling provision on Fulbourn Road; and
- More than 800m from existing or proposed train station.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R14 – BT TELEPHONE EXCHANGE AND CAR PARK, LONG ROAD

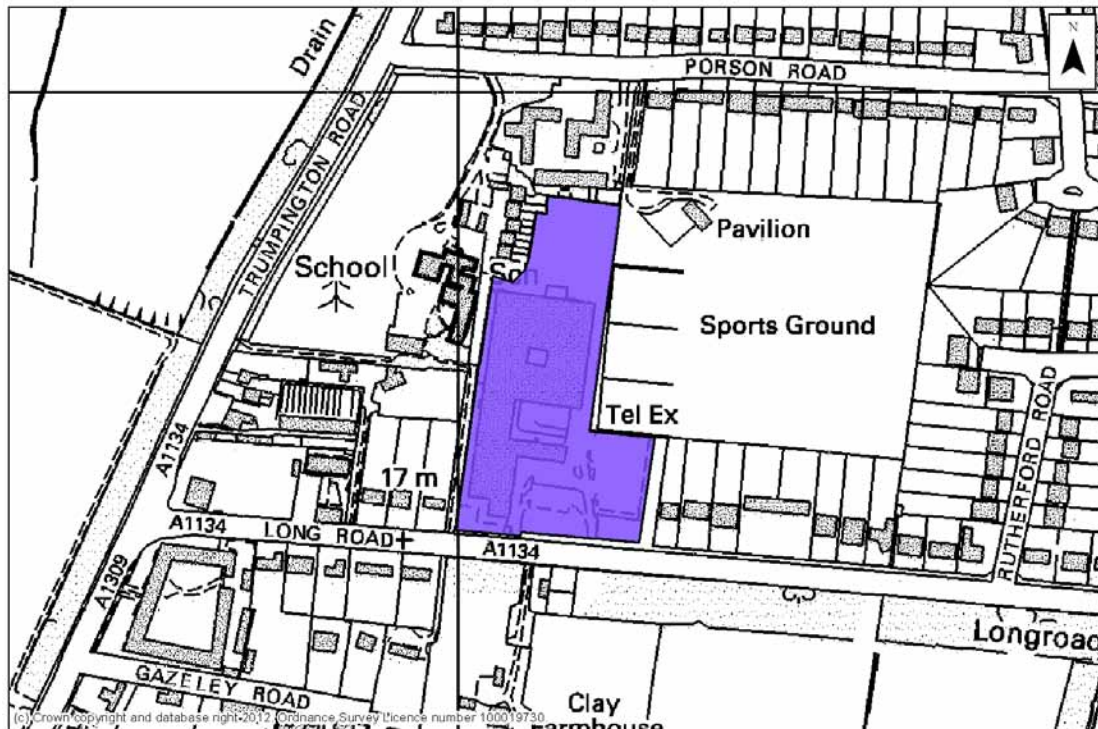
**Ward:** Trumpington

**Area:** 2.01ha

**Potential Capacity:** 76

**Reference(s):** SHLAA site CC583 is contained within the boundary of this larger site which is a Local Plan 2006 Allocation (for residential) – Site 5.06

### SITE MAP



### Description:

The British Telecom building and car park (also known as the Cambridge Trunks Telephone Exchange) are located to the north of Long Road, close to the junction with Trumpington Road. It is an industrial/office style building of two and three storeys. The site is bordered to the north by the residential properties of Porson Court; to the east by the housing on Long Road with the protected open space of Peterhouse Sports Ground behind; to the west by the housing on Long Road frontage and the Perse Prep School behind; and to the south by a planting strip along the south side of Long Road.

### COMMENTS

#### Pros:

- The site is adjacent to an established residential community and a sports ground, which could provide a pleasant environment for residential development; and

- Close to the proposed Parkside Federation Secondary School and a number of outdoor sports facilities.

**Cons:**

- The site is more than 800m from nearest Local Centre and Health Centre/GP service, although it would also have access to facilities at Clay Farm in the future when it is fully developed.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R15 – GLEBE FARM

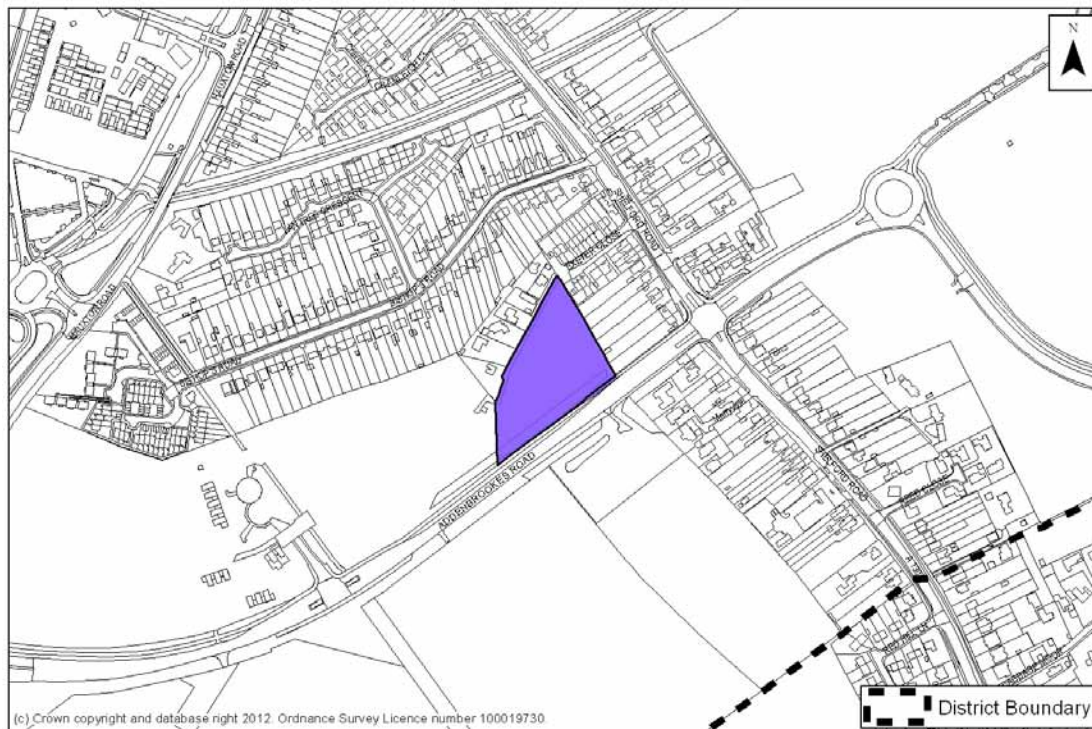
**Ward:** Trumpington

**Area:** 1ha

**Potential Capacity:** 35

**Reference(s):** Local Plan 2006 Allocation (for residential) – Site 9.13 (Part)

### SITE MAP



### Description:

Ex farmland site, located east of Hauxton Road and north of Addenbrooke's Access Road. It is bounded to the north by the residential properties of Exeter Close and to the east by the housing on Shelford Road. It is a part of a much larger Local Plan 2006 allocation site 9.13 (Glebe Farm). Planning permission (09/1140/FUL) was finalised in August 2010 for 286 homes on the adjacent site to the east, which was also part of the 2006 Local Plan allocation. Construction is now well underway on that site. The site was previously identified for a household recycling centre, and that is why it was not included within the outline permission for the remainder of the 2006 Local Plan Allocation. However, the site would not be suitable for such a facility.

### COMMENTS

#### Pros:

- The site is adjacent to an established residential community and permitted residential at Glebe Farm;
- Close to outdoor sports facilities and play areas; and

- Within 400m of bus services that link the site to the City Centre and other areas.

**Cons:**

- The site is more than 800m from nearest Local Centre, Health Centre/GP and primary school although there would be access to facilities at Clay Farm and Trumpington Meadows in the future when they are fully developed.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>



## SITE NUMBER R16 – CAMBRIDGE PROFESSIONAL DEVELOPMENT CENTRE, PAGET ROAD

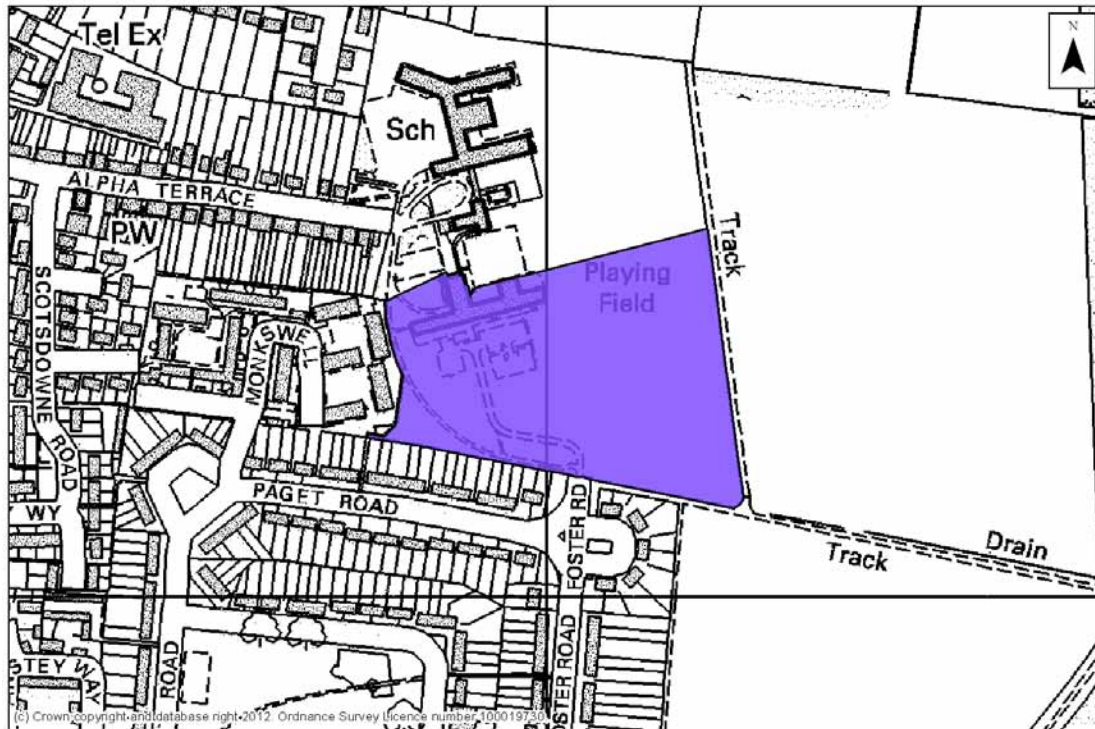
**Ward:** Trumpington

**Area:** 3.15ha

**Potential Capacity:** 50

**Reference(s):** SHLAA – Site CC905

### SITE MAP



### Description:

Old school site, now used as training centre. Made up of old school building, associated car parking and green space (old playing fields). Located south east of Alpha Terrace and north of Paget Road. Fawcett Primary School bounds the site to the north and there is open agricultural land to the east of the site, which forms part of the Clay Farm development site.

### COMMENTS

#### Pros:

- The site is adjacent to existing residential and permitted residential and other services and facilities at Clay Farm;
- Close to Trumpington Local Centre and facilities;
- Close to schools, outdoor sports facilities and play areas;
- Existing infrastructure likely to be sufficient;
- Within 400m of bus services that link the site to the City Centre and other areas; and
- Good cycle links though the Clay Farm site.

**Cons:**

- The loss of the training centre; and
- Potential loss of protected open space (old school playing fields), although it is likely that this would be removed from the development area.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R17 – MOUNT PLEASANT HOUSE

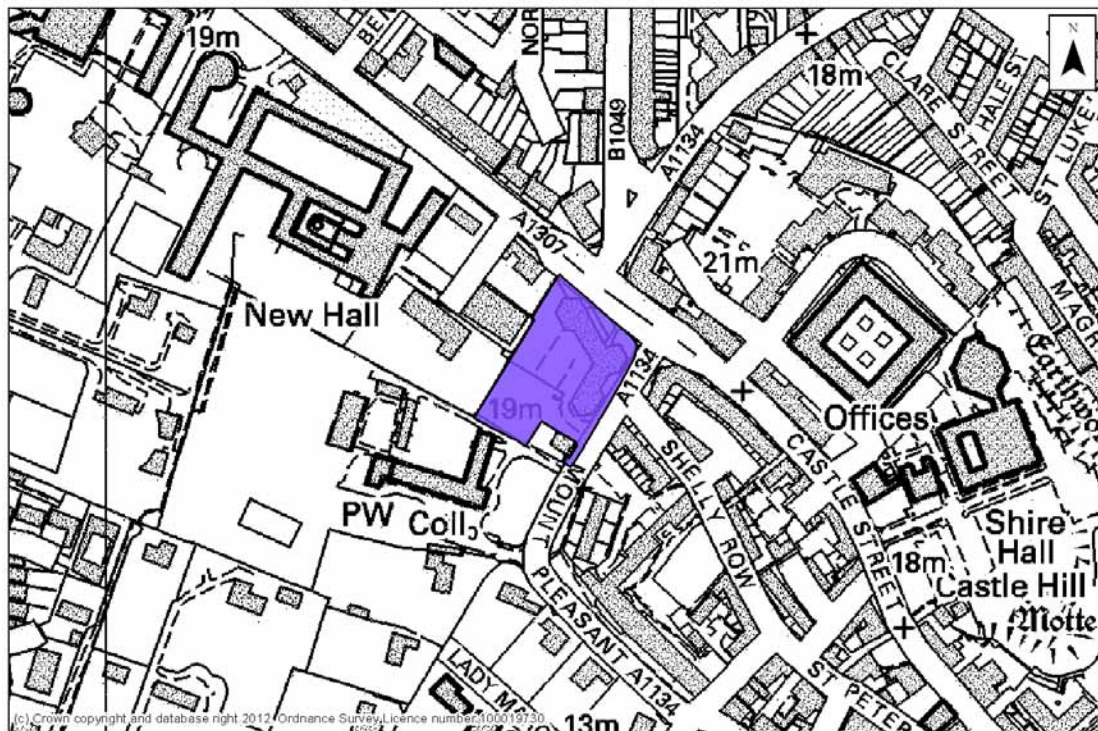
**Ward:** Castle

**Area:** 0.57ha

**Potential Capacity:** 50

**Reference(s):** SHLAA – Site CC919

### SITE MAP



### Description:

This site relates to a large, four storey office building and associated car park located on the south side of the road junction of Huntingdon Road, Histon Road and Victoria Road. The immediate context is mixed in character, with a number of residential properties, offices, college buildings and a public house in the locality.

### COMMENTS

#### Pros:

- The site is close to the City Centre and both Histon Road and Victoria Road Local Centres;
- Existing infrastructure is likely to be sufficient;
- Close to schools, a health centre, three outdoor facilities and Albion Yard Children’s Play Area; and
- Good public transport links to City Centre and other areas.

**Cons:**

- There are surface water flooding issues towards the west of the site. Careful mitigation required;
- The Scheduled Ancient Monument on site (Ashwickstone) would need to be protected in any development;
- Any development would need to protect the setting of West Cambridge Conservation Area;
- Loss of offices; and
- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality.

For the technical assessment of this site, please visit <http://cambridge.idi-consult.net/ldf/>

## SITE NUMBER R18 – 21-29 BARTON ROAD

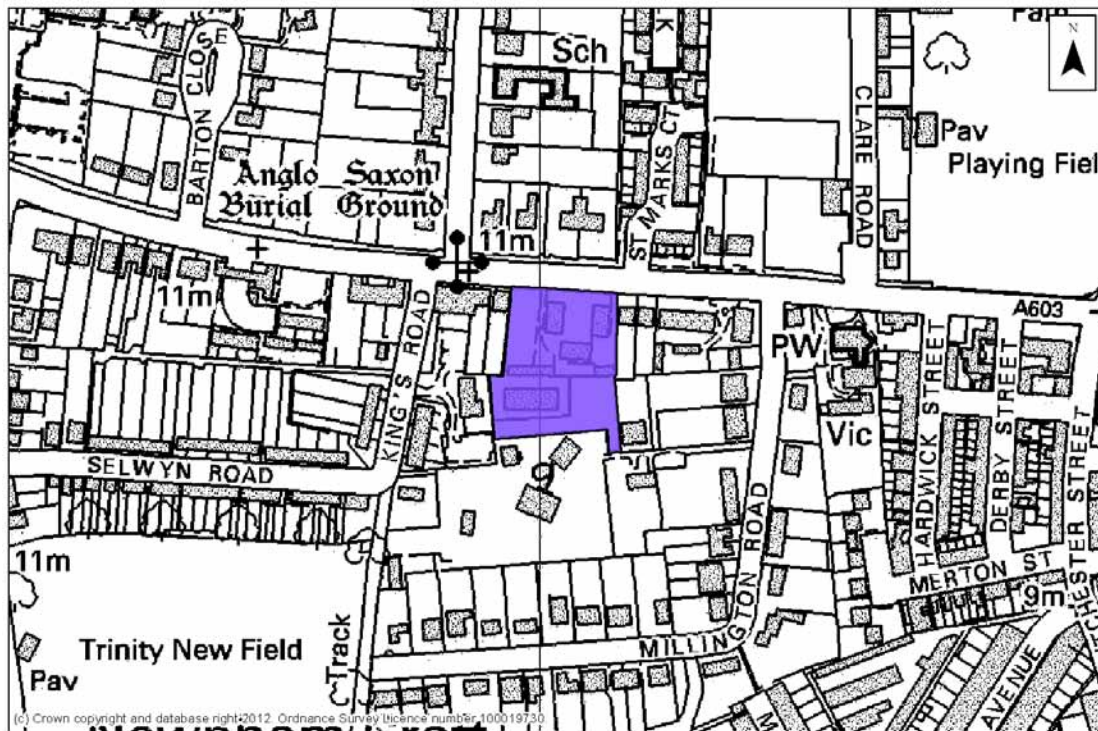
**Ward:** Newnham

**Area:** 0.55ha

**Potential Capacity:** 15

**Reference(s):** SHLAA Consultation and Call for Sites – Site CC910

### SITE MAP



### Description:

This site includes a number of residential properties, gardens and garages that are located south of Barton Road and south west of St Marks Court between 21 and 29 Barton Road. The surrounding context is mainly residential.

### COMMENTS

#### Pros:

- The site is close to the City Centre and both Newnham Road and Grantchester Local Centres;
- Within an established residential community;
- Close to outdoor sports facilities, play areas and accessible natural greenspace; and
- Good cycle links.

**Cons:**

- Buildings on this site are not listed but have a positive impact on the character of the area;
- Potential loss of student accommodation; and
- Poor access to public transport

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R19 – 64-68 NEWMARKET ROAD

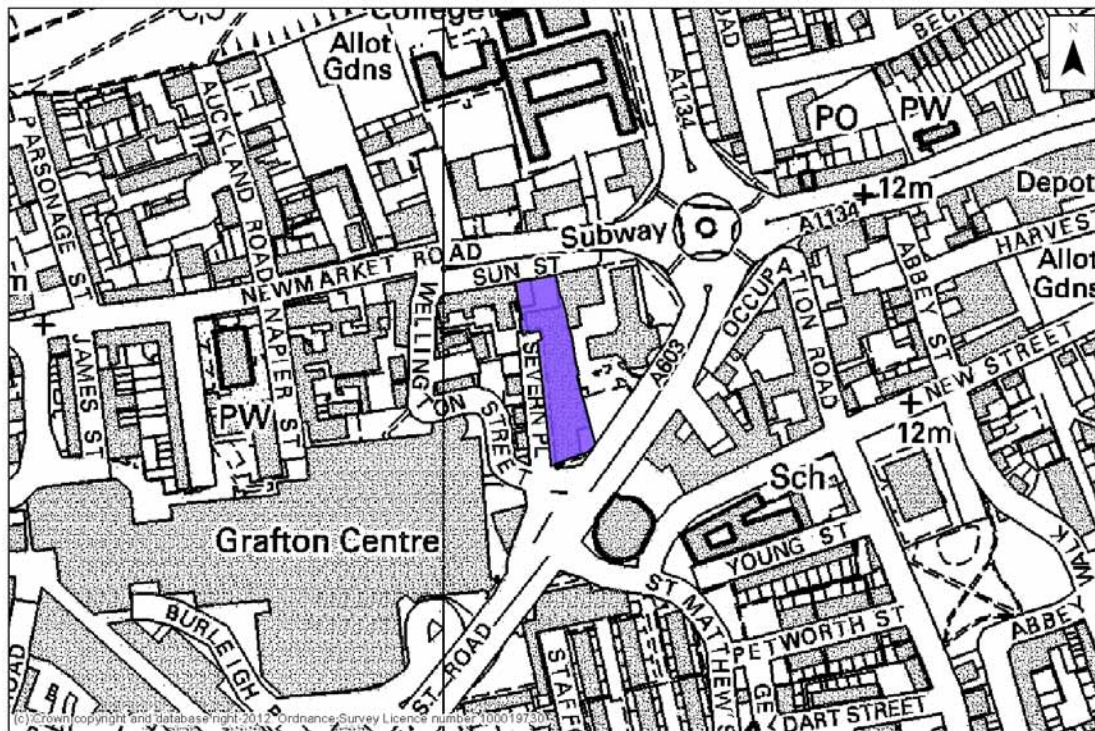
**Ward:** Market

**Area:** 0.27ha

**Potential Capacity:** 60

**Reference(s):** SHLAA – Site CC892

### SITE MAP



### Description:

This site is located south of Newmarket Road, between Sun Street (to the north) and Severn Place (to the west). The site is made up of a warehouse and retail building and associated car parking. The context is mixed use with the Dukes Court office development to the west, the Atrium Fitness Centre to the east and the Sun Street Pay & Display car park to the north.

### COMMENTS

#### Pros:

- The site is in the City Centre boundary and close to the Norfolk Street Local Centre;
- This site could potentially provide a useful pedestrian/cycle link between Newmarket Road and East Road;
- Close to schools, GP service, children's/teenagers play space and natural accessible greenspace; and
- Good public transport links to City Centre and other areas.

**Cons:**

- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality; and
- Potential contamination, former contaminative uses on site. Developable but will require mitigation.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>



## SITE NUMBER R20 – ABBEY FOOTBALL STADIUM

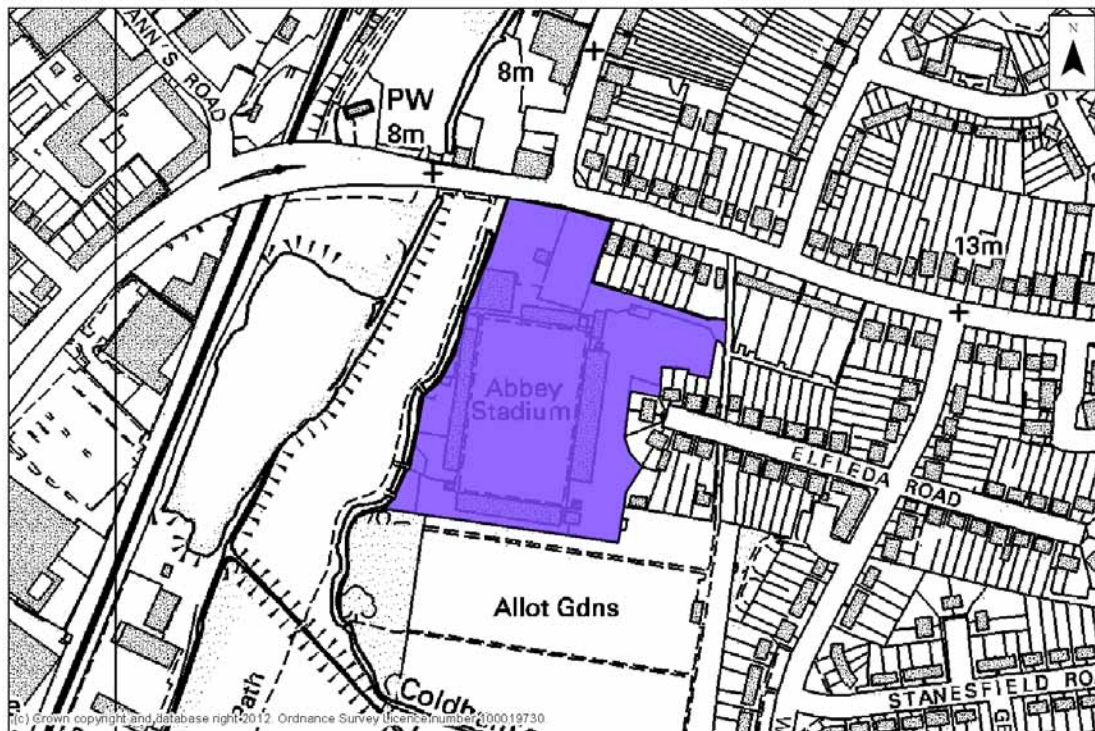
**Ward:** Market

**Area:** 2.88ha

**Potential Capacity:** 154

**Reference(s):** SHLAA – Site CC105

### SITE MAP



### Description:

Site of the existing Cambridge United Stadium with ancillary car parking. The stadium itself is set back from the Newmarket Road frontage by an area of hardstanding, which is used for car and cycle parking, and a number of single storey buildings, which includes a car and van hire firm. To the east and north, the site is surrounded by residential development. To the south there is an extensive area of allotments. To the west there is open space, consisting of grass and scrub, linking to Coldham's Common.

This site, as well as the allotments to the south, are also being consulted on as a possible option for a community stadium. The existing Abbey Stadium site is not of sufficient size to accommodate a Community Stadium. The stadium owners are seeking an alternative site. Inclusion of allotment land to the south would make a larger site.

### COMMENTS

#### Pros:

- Adjacent to an established residential community;

- The site is close to schools, outdoor sports facilities, children's/teenagers play space and accessible natural green space;
- Good public transport links to City Centre and other areas;
- Good cycle links; and
- Opportunities to improve green infrastructure.

**Cons:**

- Potential contamination due to former contaminative uses on site. Developable but will require mitigation;
- There are lease issues that need to be overcome otherwise the site would become smaller and with the leases;
- Loss of United Football Ground. Any future development would need to satisfactorily demonstrate recreational facilities are reprovided elsewhere in an appropriate manner.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER R21 – 315-349 MILL ROAD

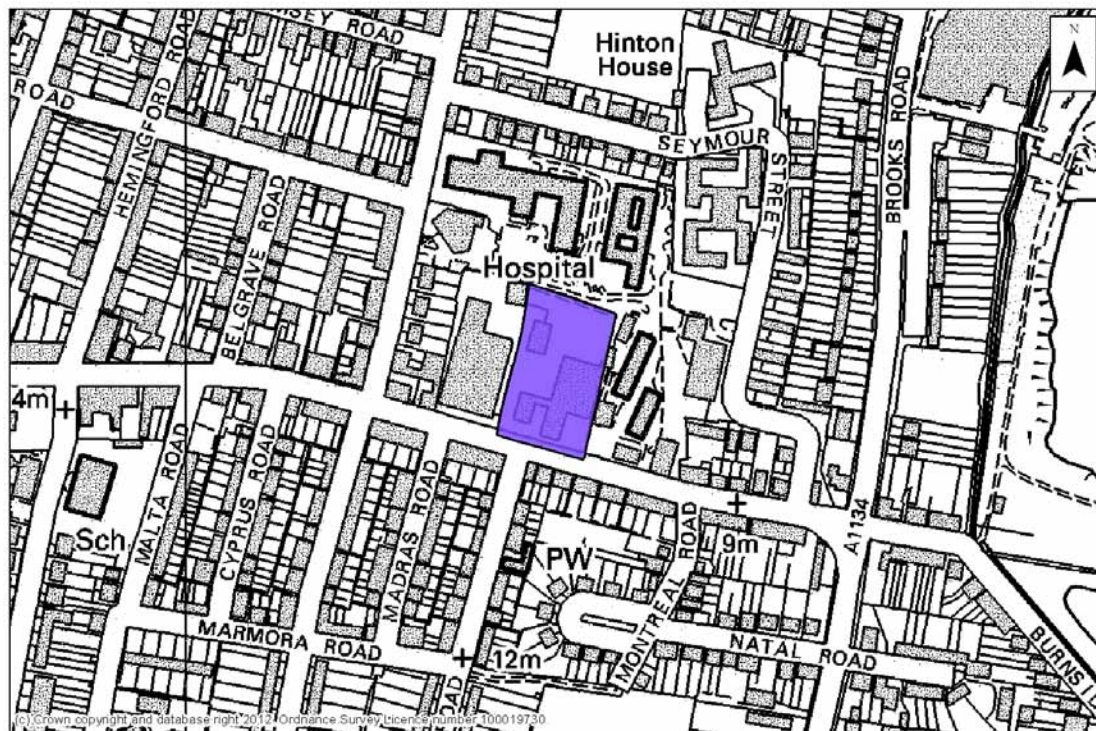
**Ward:** Romsey

**Area:** 0.6ha

**Potential Capacity:** 25

**Reference(s):** Local Plan 2006 Allocation Site 7.12 (Mixed Use)

### SITE MAP



### Description:

This site was formerly occupied by the storage and collection warehouse for the Robert Sayle department store, using a former bowling alley and other buildings, but these buildings, which had been disused since the new John Lewis warehouse at Trumpington was brought into use, were demolished following a fire in 2009.

The site is bordered by Brookfields Hospital and other NHS buildings to the north. Houses on Vinery Road border the site to the west. There is a small group of commercial/retail buildings adjacent to the south-west corner. Opposite the site, on the south side of Mill Road, are terraced houses from the end of the nineteenth century. There is a planned mosque and community facilities (granted planning permission 11/1348/FUL) on the eastern side of the site. The plot to the east forms the other part of the Local Plan 2006 allocation (mixed use) – Site 7.12.

## COMMENTS

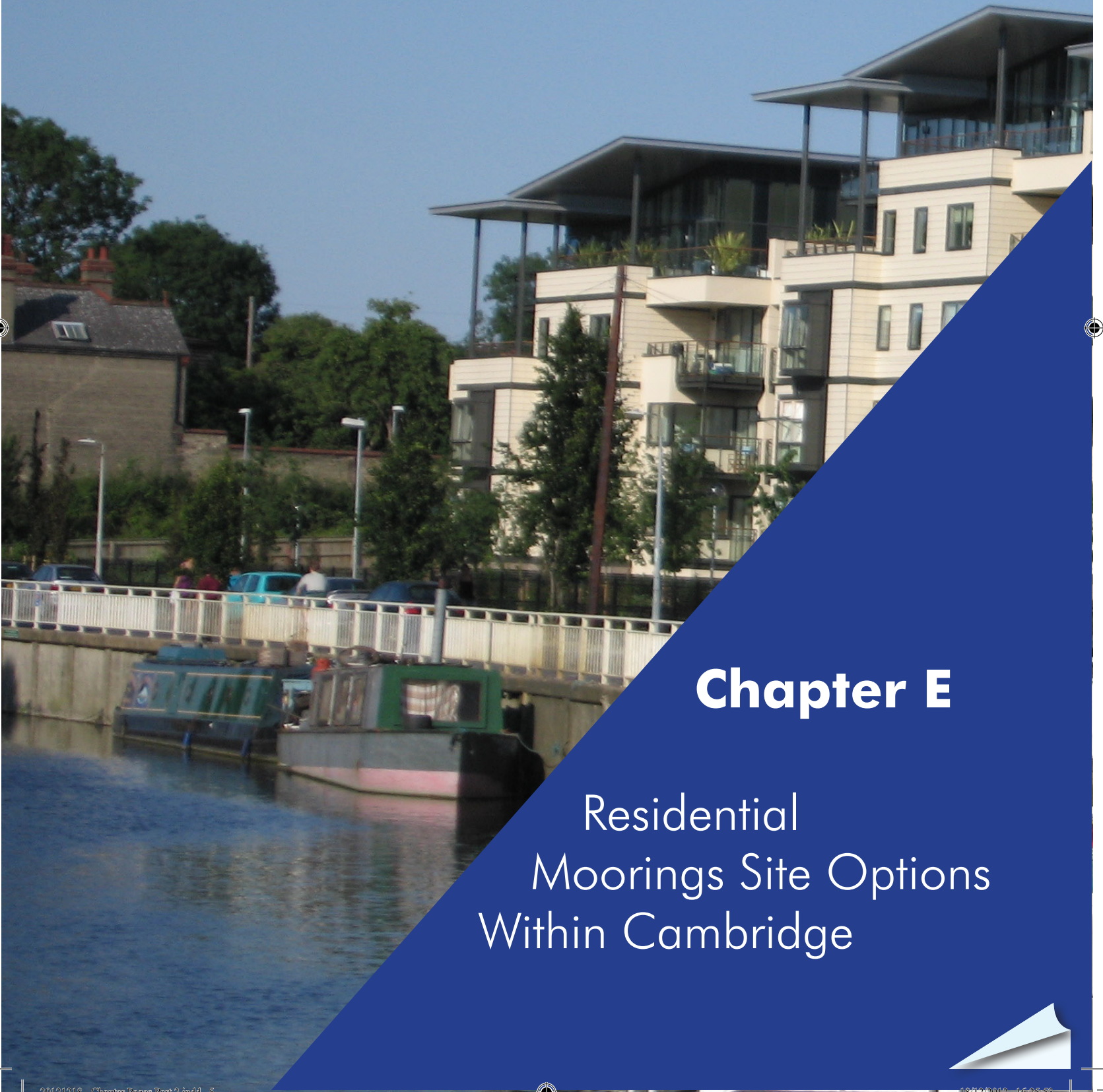
### Pros:

- The site is adjacent to an established residential community, on brownfield land and part of an existing allocation;
- Existing infrastructure likely to be sufficient;
- Close to District Centre, outdoor sports, health and education facilities; and,
- Within 400m of bus services that link the site to the City Centre and other areas.

### Cons:

- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality;
- Potential contamination, former contaminative uses on site. Developable but will require mitigation; and
- The site is adjacent to Buildings of Local Interest (Arthur Rank House and Headway House, Brookfields Hospital are adjacent to the site)

For the technical assessment of this site, please visit <http://cambridge.idi-consult.net/ldf/>



# Chapter E

## Residential Mooring Site Options Within Cambridge



**E. RESIDENTIAL MOORINGS SITE OPTIONS WITHIN CAMBRIDGE**



## SITE NUMBER RM1 – FEN ROAD

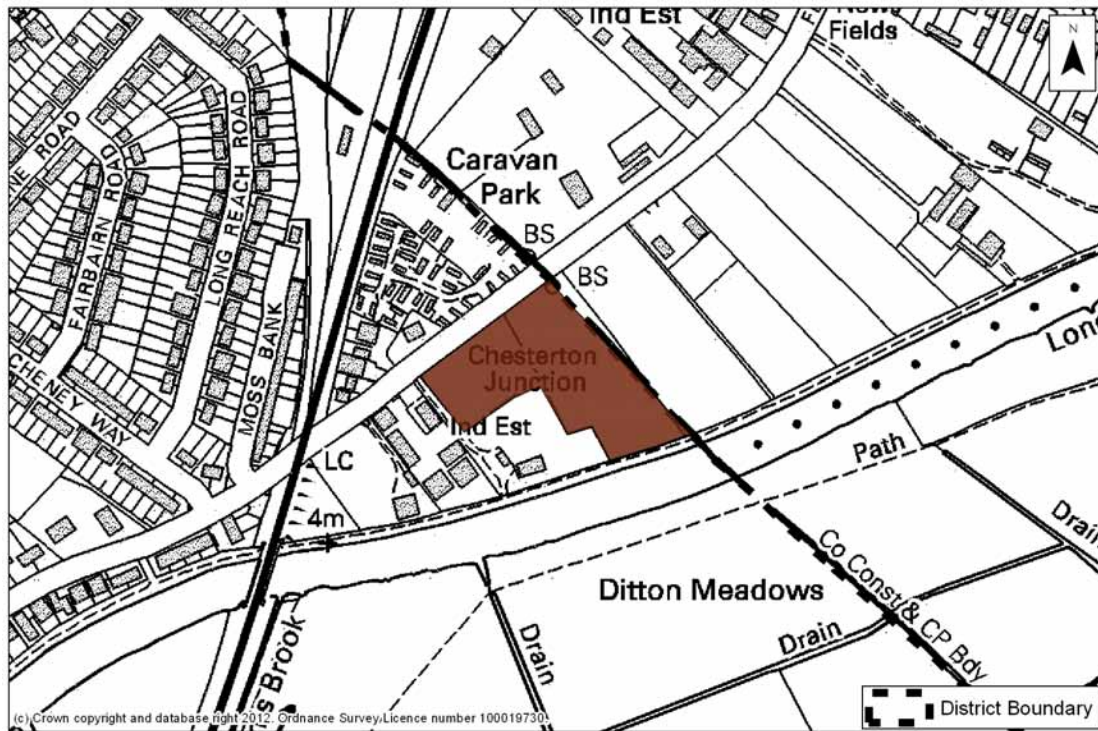
**Ward:** East Chesterton

**Area:** 0.98ha

**Potential Capacity:** Not applicable

**Reference(s):** Local Plan 2006 Allocation (off river moorings) – Site 3.01

### SITE MAP



### Description:

The site is currently green space and is located to the south and east of Fen Road and to the north of the River Cam, close to the railway line (which is to the west). It was allocated in the 2006 Local Plan for off-river moorings (residential).

### COMMENTS

#### Pros:

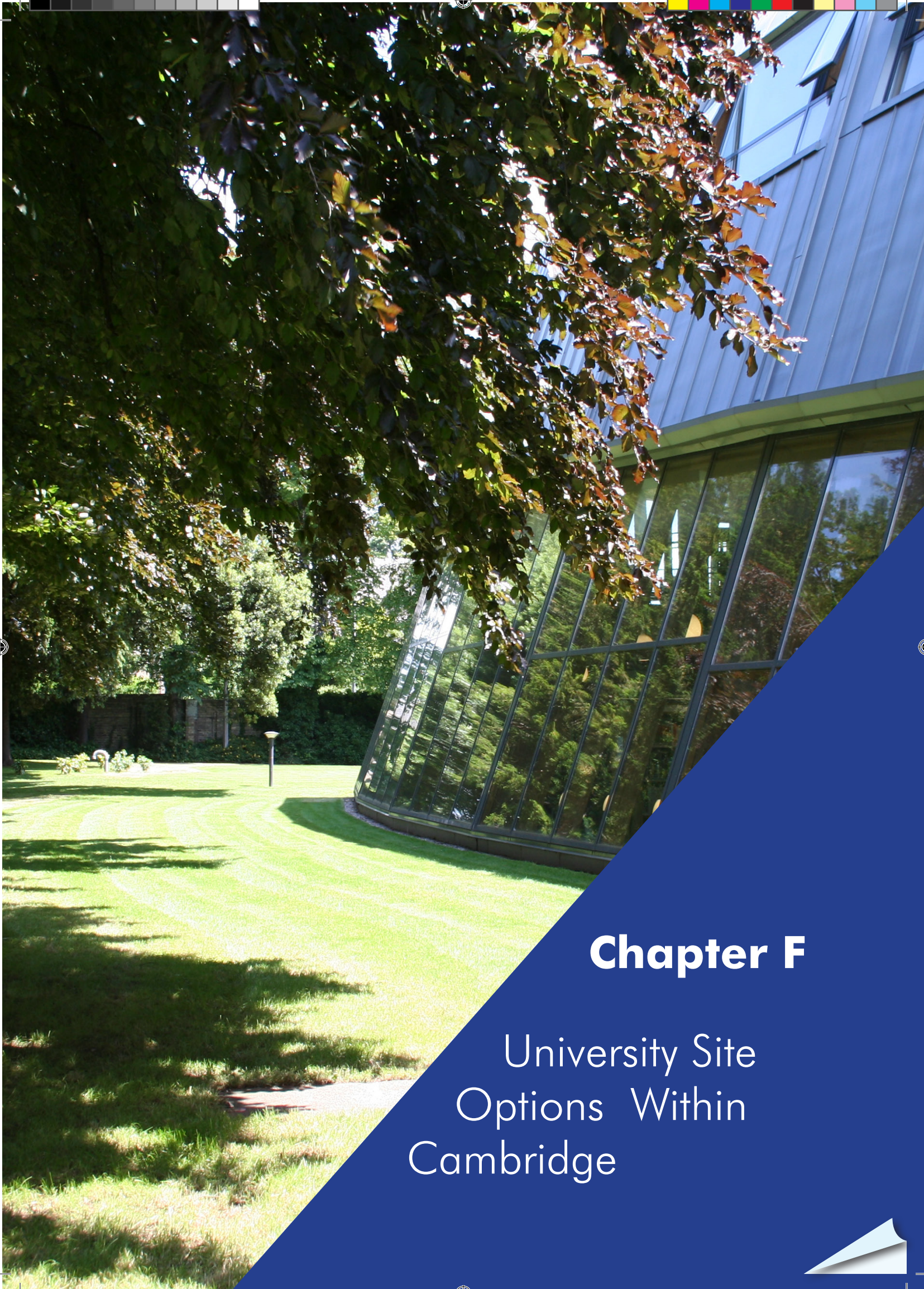
- Greenfield site with the potential for off river moorings which could ease some of the congestion on this part of the river;
- Close to outdoor sports facilities and accessible natural greenspace;
- Close to proposed Cambridge Science Park railway station;
- Good cycling links; and
- Potential to enhance riparian habitats.

#### Cons:

- Distance from City and local centres; and
- Known archaeology in the vicinity; detailed assessment would be required ahead of any development.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>

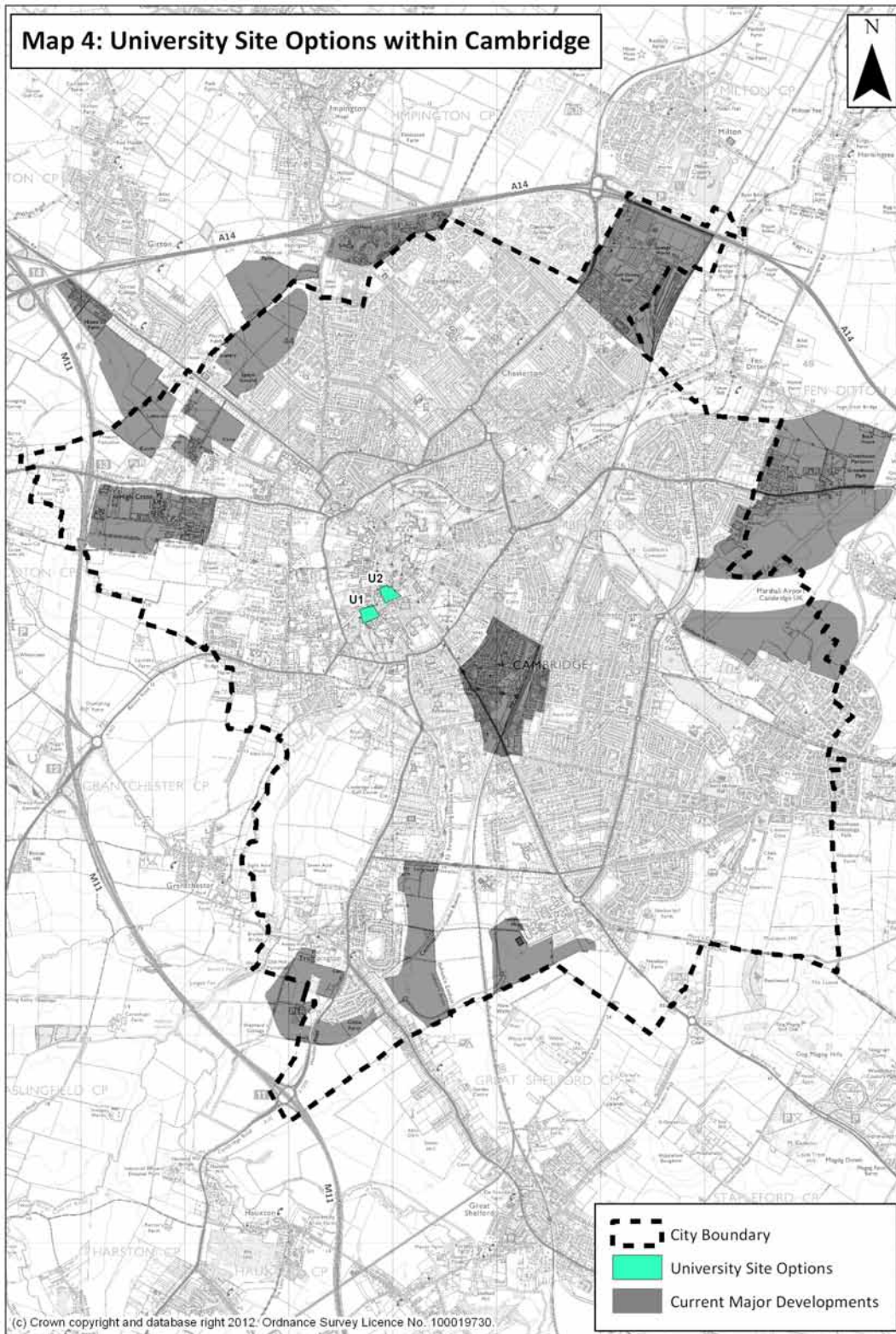




# Chapter F

## University Site Options Within Cambridge

## F. UNIVERSITY SITE OPTIONS WITHIN CAMBRIDGE



## SITE NUMBER U1 – OLD PRESS/MILL LANE

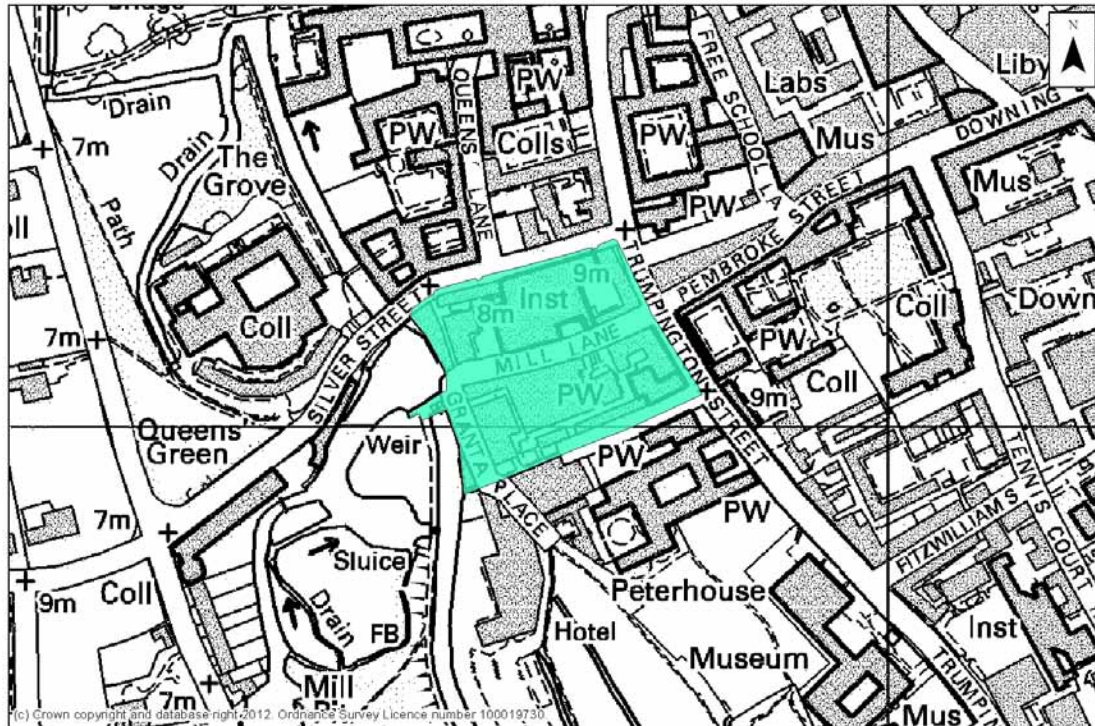
**Ward:** Market

**Area:** 2ha

**Potential Capacity:** Not applicable

**Reference(s):** Old Press/Mill Lane Supplementary Planning Document (SPD) – Local Plan 2006 Allocation for part of the site (for University and mixed uses) - Site 7.10

### SITE MAP



### Description:

The site lies on the eastern bank of the River Cam, and is bounded by Silver Street to the north, Little St Mary's Lane to the south, and is dissected by Mill Lane. It provides a range of accommodation for the University of Cambridge's academic and administrative facilities.

The Old Press/Mill Lane Supplementary Planning Document (SPD) put forward a vision that the site provides an opportunity to create an area with distinctive character that combines high quality buildings, streets and spaces, and responds well to its context through sensitive enhancement. It could contain a mix of uses that complement the City's historic core and its riverside location. Development could support the creation of a more attractive, accessible, safe and sustainable environment.

## COMMENTS

### Pros:

- Sensitive redevelopment of the site is supported by the Old Press/Mill Lane SPD;
- Key central site with potential for University/Collegiate use;
- Potential to open up public realm in this area;
- Potential to improve river frontage;
- In the vicinity of proposed district heating network;
- Close to outdoor sports facilities and accessible natural greenspace; and
- Good cycle links.

### Cons:

- Risk of surface water flooding towards the centre of the site, possible to mitigate with careful consideration to site layout;
- Known archaeology on site, detailed assessment will be required ahead of any proposed development;
- Within Central Conservation Area and has listed buildings on site. Careful mitigation required; and
- Within Air Quality Management Area, although it is not likely that there would be net worsening of air quality.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER U2 – NEW MUSEUMS

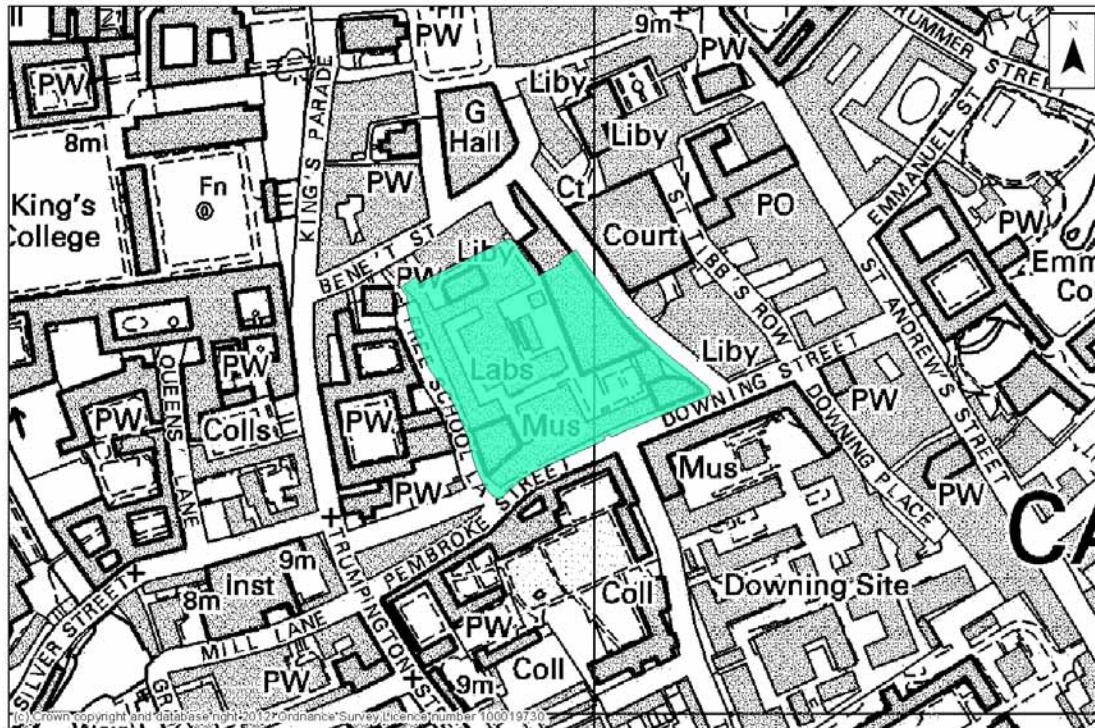
**Ward:** Market

**Area:** 1.97ha

**Potential Capacity:** Not applicable

**Reference(s):** Local Plan 2006 allocation site (for University and mixed uses) – Site 7.08.

### SITE MAP



### Description:

The site currently in use as University of Cambridge buildings – Zoology museum, lecture theatre etc. It is located on the eastern side of Corn Exchange Street. It is a Local Plan 2006 allocation site (for University and mixed uses) – Site 7.08.

### COMMENTS

#### Pros:

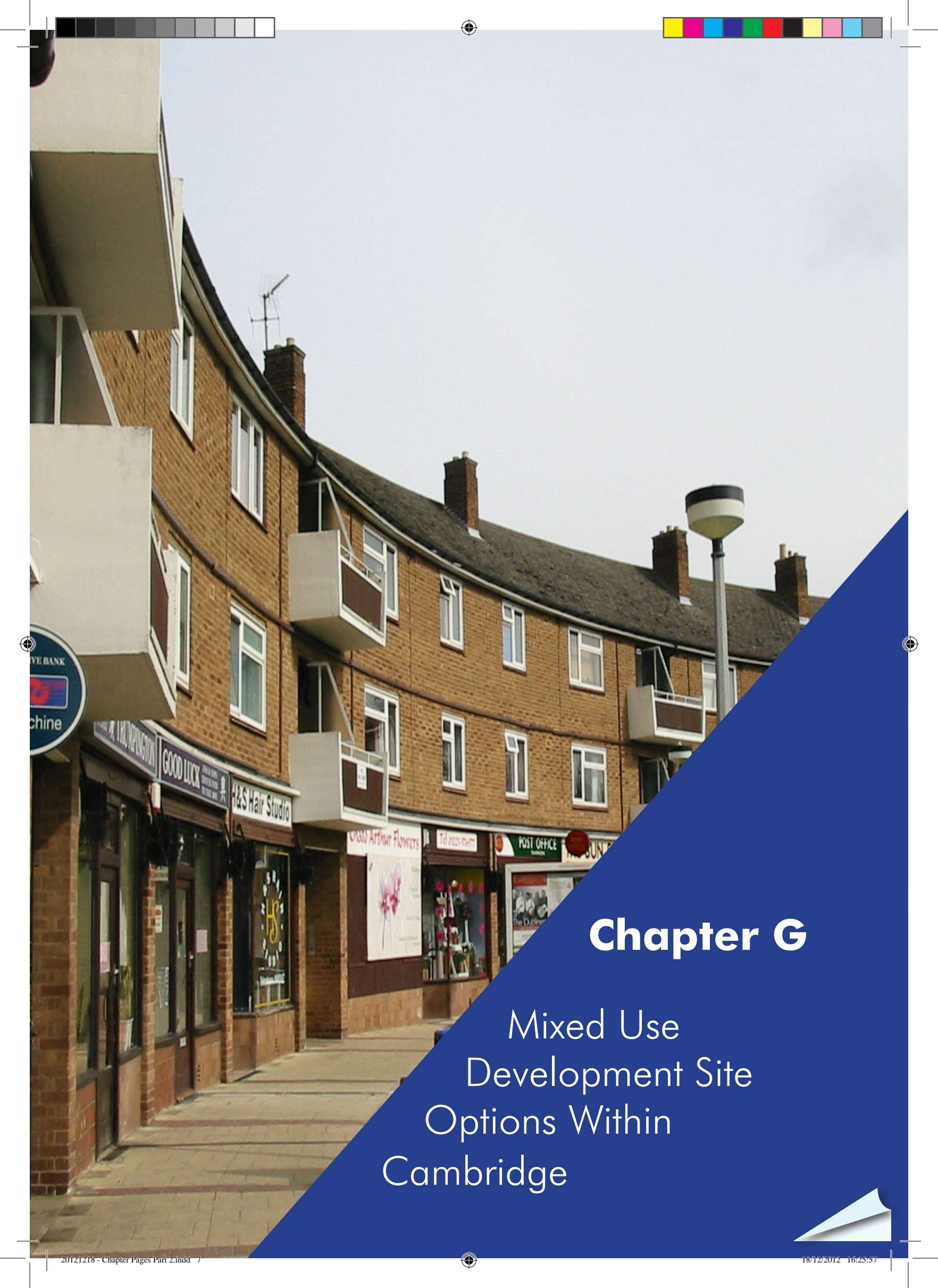
- Key central site with potential for University/Collegiate use;
- Potential to open up public realm in this area;
- Potential for better access to the museum;
- In the vicinity of the proposed district heating network;
- Close to accessible natural greenspace; and
- Close to public transport links with good cycling links.

#### Cons:

- Known archaeology on site, detailed assessment would be required ahead of any proposed development;

- Within Central Conservation Area with listed buildings on site. Careful mitigation required; and
- Within Air Quality Management Area, although it is not likely that there would be net worsening of air quality.

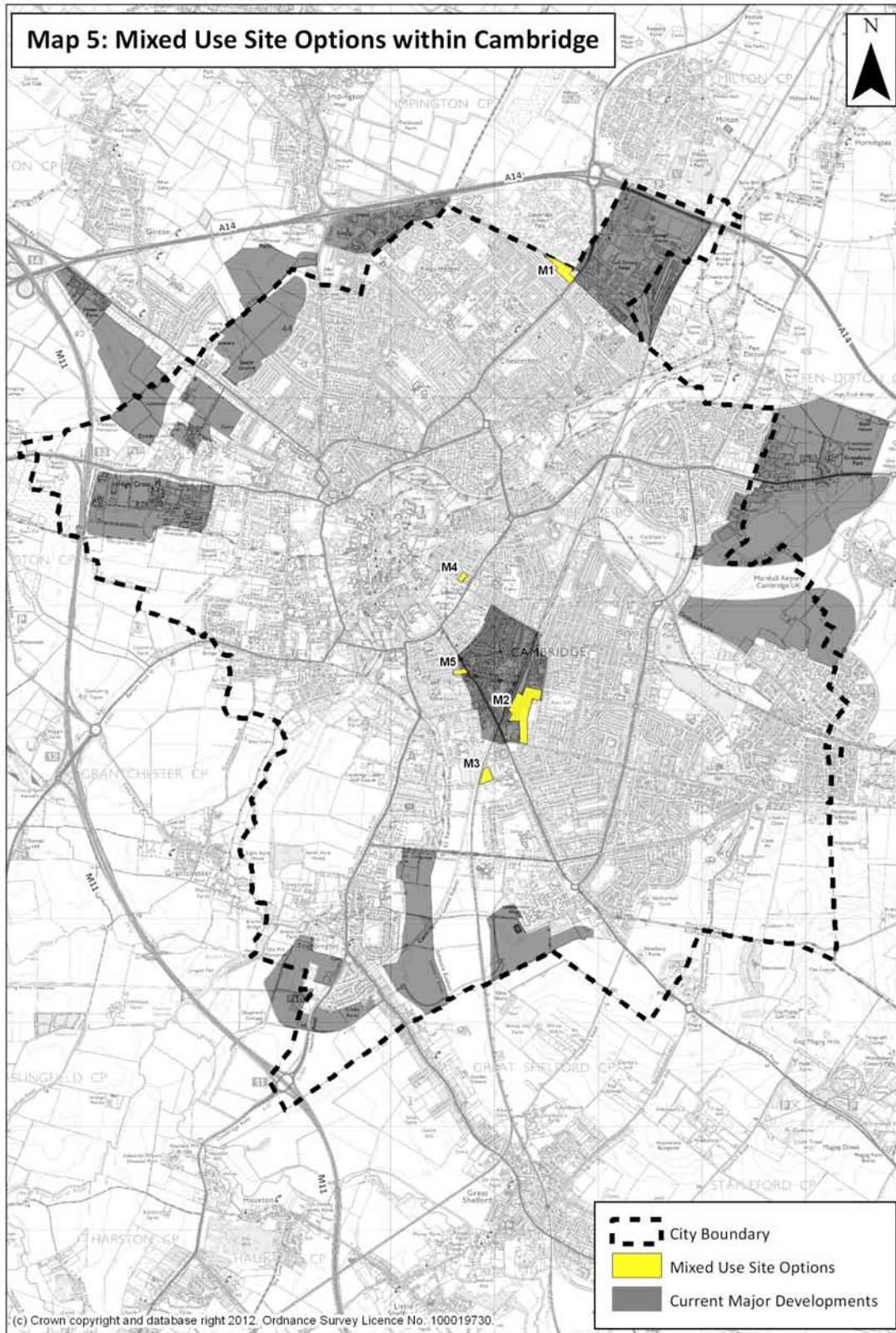
For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>



# Chapter G

Mixed Use  
Development Site  
Options Within  
Cambridge

**G. MIXED USE SITE OPTIONS WITHIN CAMBRIDGE**





## SITE NUMBER M1 – 379-381 MILTON ROAD

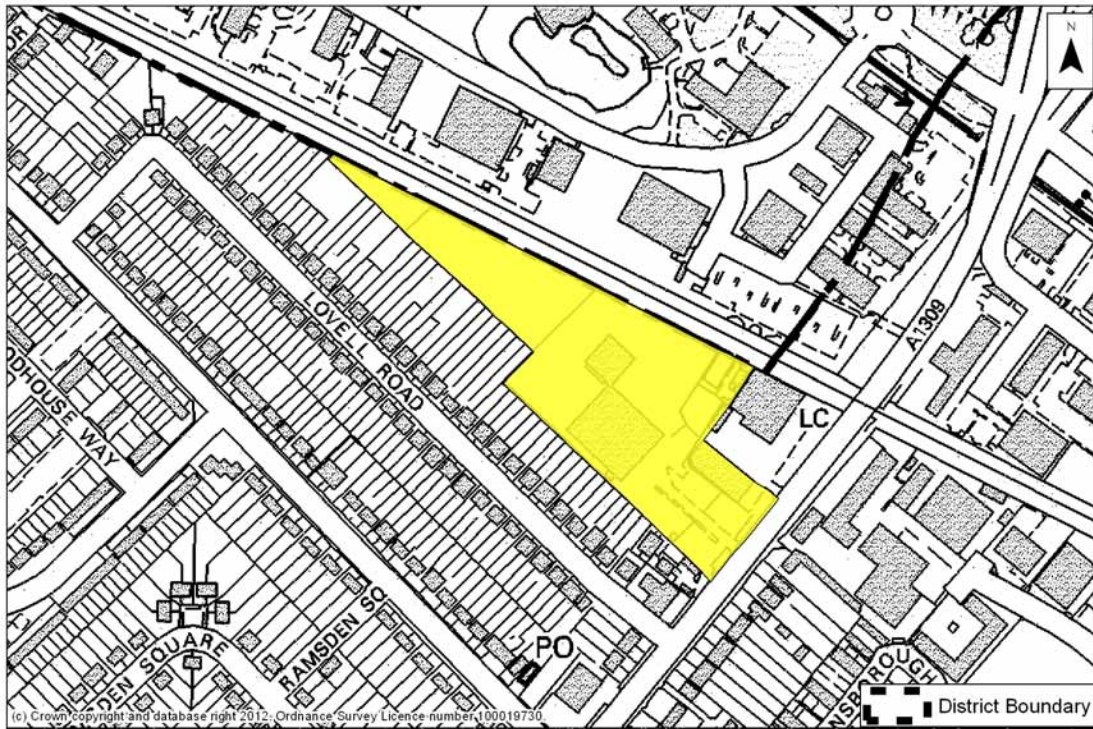
**Ward:** Kings Hedges

**Area:** 2.43ha

**Potential Capacity:** 40

**SHLAA Reference(s):** Local Plan 2006 allocation site (5.04) for residential use

### SITE MAP



### Description:

The site is mostly car showrooms and garages and is located between Milton Road and Lovell Road, just south of the city boundary (and the Cambridgeshire Guided Bus track).

### COMMENTS

#### Pros:

- Potential for site to form part of a high quality employment led development with improved site layout including some residential;
- Adjacent to an established residential community;
- Proximity to Kings Hedges Road Local Centre and facilities;
- Adjacent to a main radial route (Milton Road);
- Existing infrastructure is likely to be sufficient; and
- Within 400m of bus services that link the site to the City Centre and other areas, including Guided Bus.

**Cons:**

- There are surface water flooding issues on site, possible to mitigate with careful consideration to site layout.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER M2 – CLIFTON ROAD INDUSTRIAL ESTATE

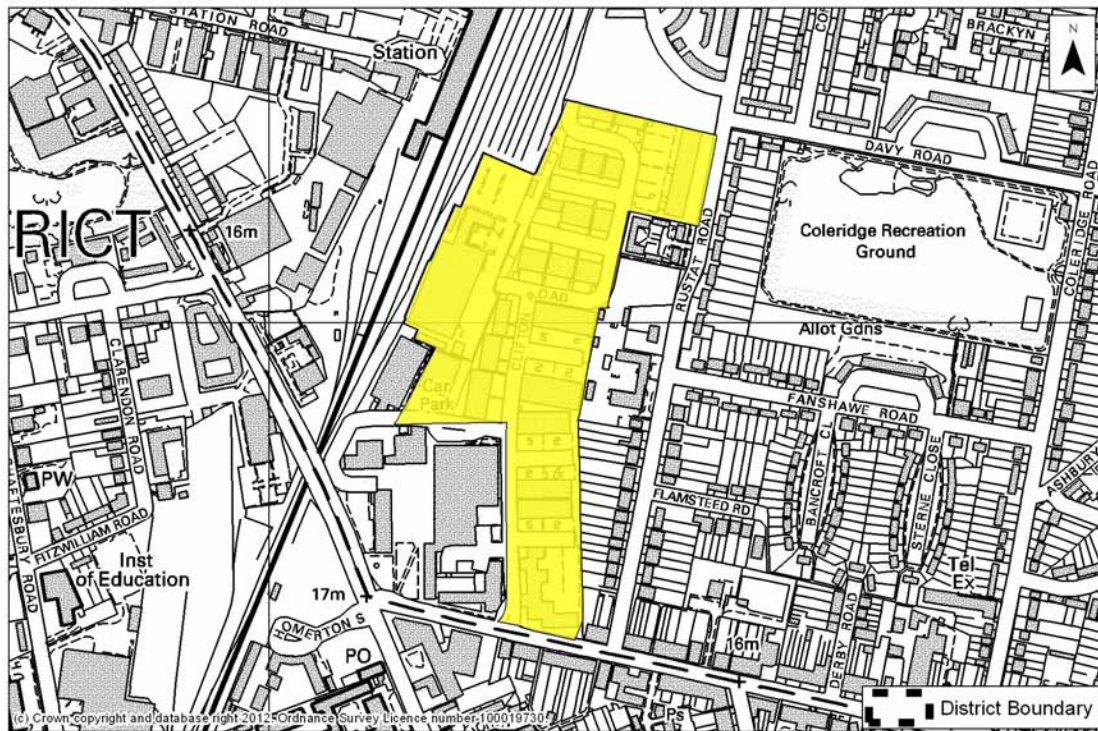
**Ward:** Coleridge

**Area:** 7.55ha

**Potential Capacity:** 100

**Reference(s):** Includes SHLAA site CC913 within its boundary

### SITE MAP



### Description:

This is a large industrial estate located either side of Clifton Road (north of the junction between Hills Road and Cherry Hinton Road). The site is mostly in industrial use, but also has some office type uses. Royal Mail, who have indicated that they may move, is a notable business located here. The site shares a border with the site at 80 Rustat Road to the north and the Cambridge Leisure Park to the south.

### COMMENTS

#### Pros:

- Potential for site to form part of a high quality employment led development including offices, supporting a vibrant new employment centre, around the railway station;
- Potential for residential use within central section of the site;
- Proximity to Cherry Hinton Road West Local Centre and facilities;
- Close to medical centre, primary and secondary schools, outdoor sports facilities, play space for children/teenagers and accessible greenspace; and
- Good public transport links to City Centre and other areas.

**Cons:**

- Possible contamination on site. Capable of remediation but may not be suitable for houses with gardens;
- Issues for this site with the railway noise and vibration, tannoy from the new platform and parts of the site adjacent to the Junction and leisure park. Detailed design and acoustic report and mitigation needed.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>

## SITE NUMBER M3 – MICHAEL YOUNG CENTRE

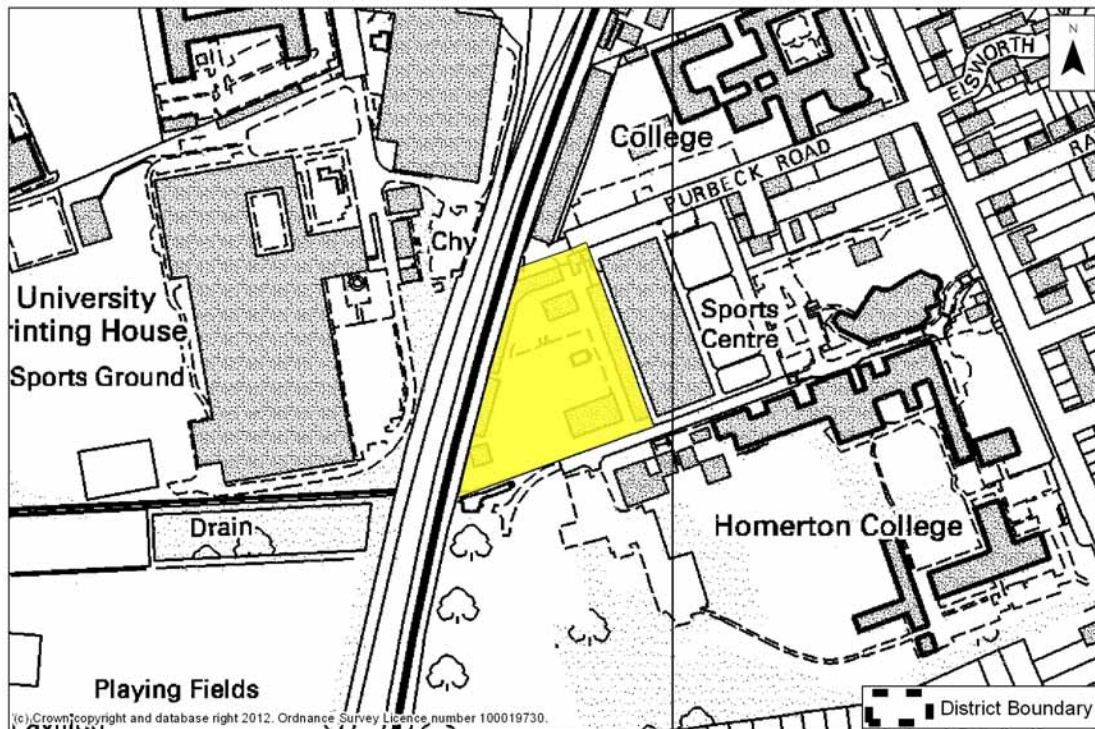
**Ward:** Queen Edith's

**Area:** 1.3ha

**Potential Capacity:** 50

**Reference(s):** Local Plan 2006 - Protected Industrial Site

### SITE MAP



### Description:

This site has a mixture of office, industrial and warehouse uses. It is located at the south-west end of Purbeck Road, bounded by the railway line on its western border.

### COMMENTS

#### Pros:

- Existing employment site with potential for intensification, including some residential;
- Proximity to Cherry Hinton Road West Local Centre and facilities;
- Close to outdoor sports facilities and children's/teenagers play space;
- Good public transport links to City Centre and other areas; and
- Good cycle links.

#### Cons:

- Access is a significant issue that would need careful consideration.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>

## SITE NUMBER M4 – POLICE STATION, PARKSIDE

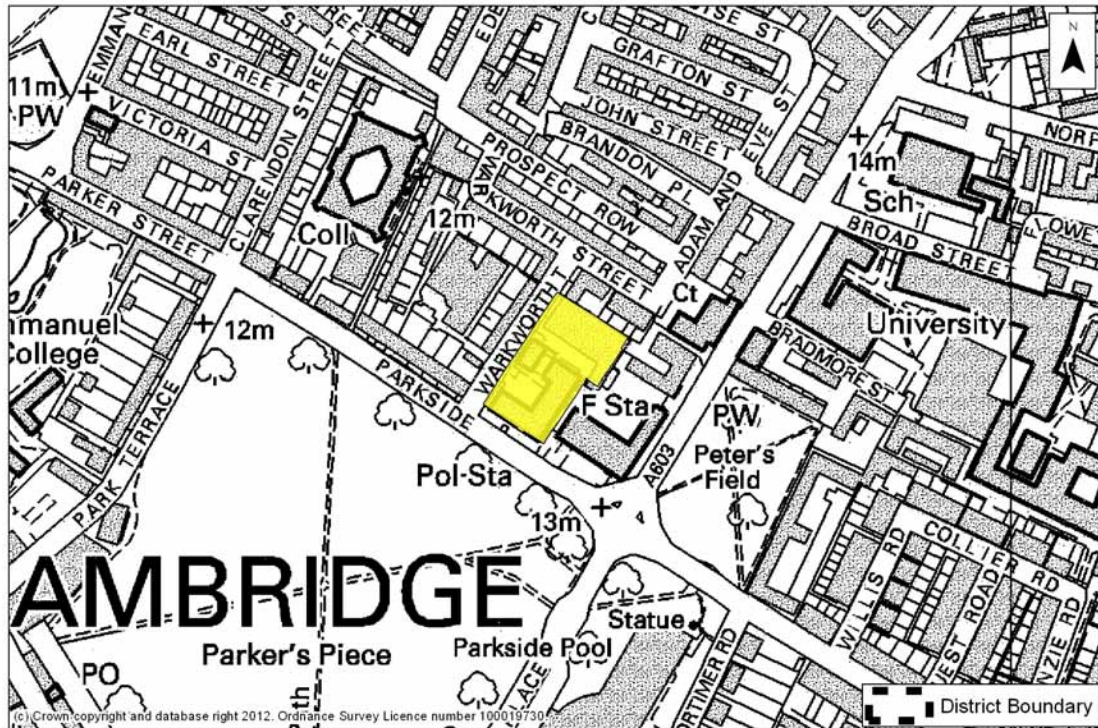
**Ward:** Market

**Area:** 0.49ha

**Potential Capacity:** 50

**Reference(s):** Local Plan 2006 allocation site (for residential) – Site 5.12

### Site Map



### Description:

This site is currently in use as a police station. It is located on the corner of Parkside and Warkworth Terrace, opposite the north-eastern edge of Parker's Piece. It is a part of a Local Plan 2006 allocation site (for residential) – site 5.12, the Fire Station next door makes up the rest of that allocation. The fire station site is currently under construction for a mixed use development comprising the fire station, 99 apartments, a commercial unit (Class A3) and associated car and cycle parking.

### COMMENTS

#### Pros:

- City Centre site overlooking Parker's Piece, could provide a good central location for hotel development with ancillary A3 uses (restaurant), alongside some residential;
- Proximity to City Centre and Mill Road West Local Centre and facilities;
- Minimal infrastructure requirements;
- Close to sports facilities, children's/teenagers play space and accessible natural greenspace; and

- Within 400m of bus services that link the site to the City Centre.

**Cons:**

- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality; and
- Proximity to historic park/garden, Conservation Area and Listed Buildings with potential for adverse impacts but capable of mitigation.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER M5 – 82–90 HILLS ROAD AND 57-63 BATEMAN STREET

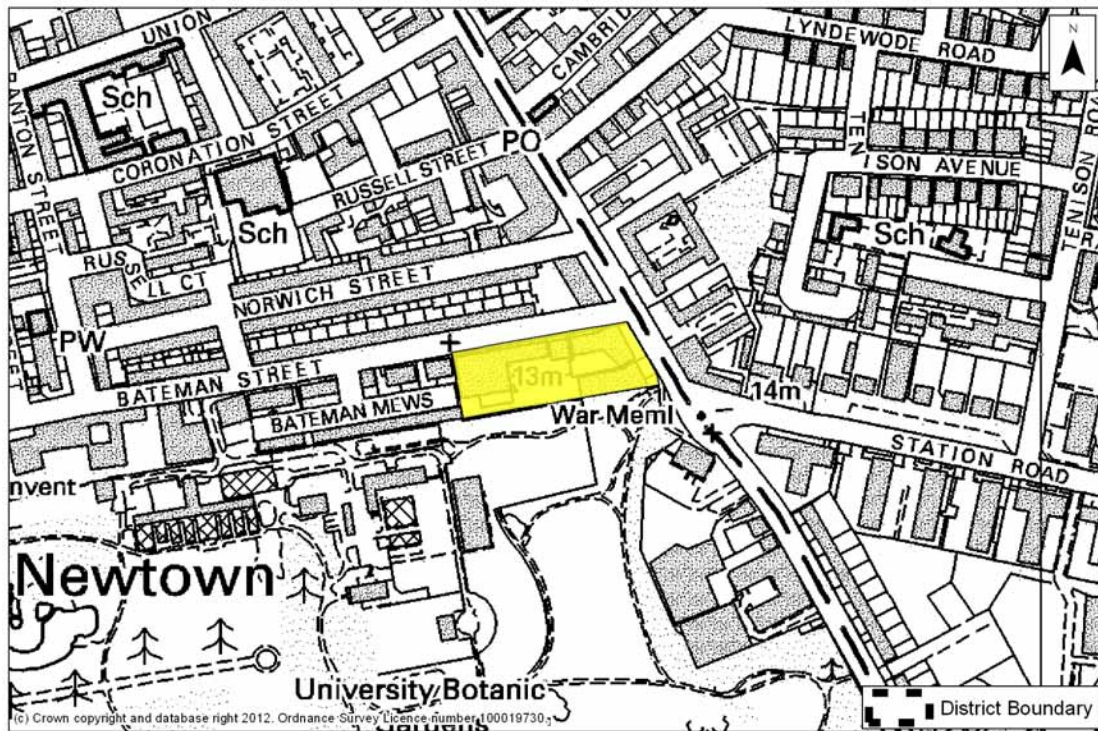
**Ward:** Trumpington

**Area:** 0.58ha

**Potential Capacity:** Not applicable

**Reference(s):** SHLAA Site – CC872

### SITE MAP



### Description:

This site comprises a row of mixed-use buildings, bounded by Hills Road on the east, Bateman Street to the north and Bateman Mews to the south. The University Botanic Gardens share a common boundary with the site along its southern edge. The site has potential for mixed use including residential on part.

### COMMENTS

#### Pros:

- Mixed use area close to the City Centre and Hills Road Local Centre and facilities, with potential for intensification and redevelopment including some office uses with ground floor retail to the front of the site and residential to the rear;
- Minimal infrastructure requirements; and
- Close to GP service, primary school and children's/teenagers play space.

#### Cons:

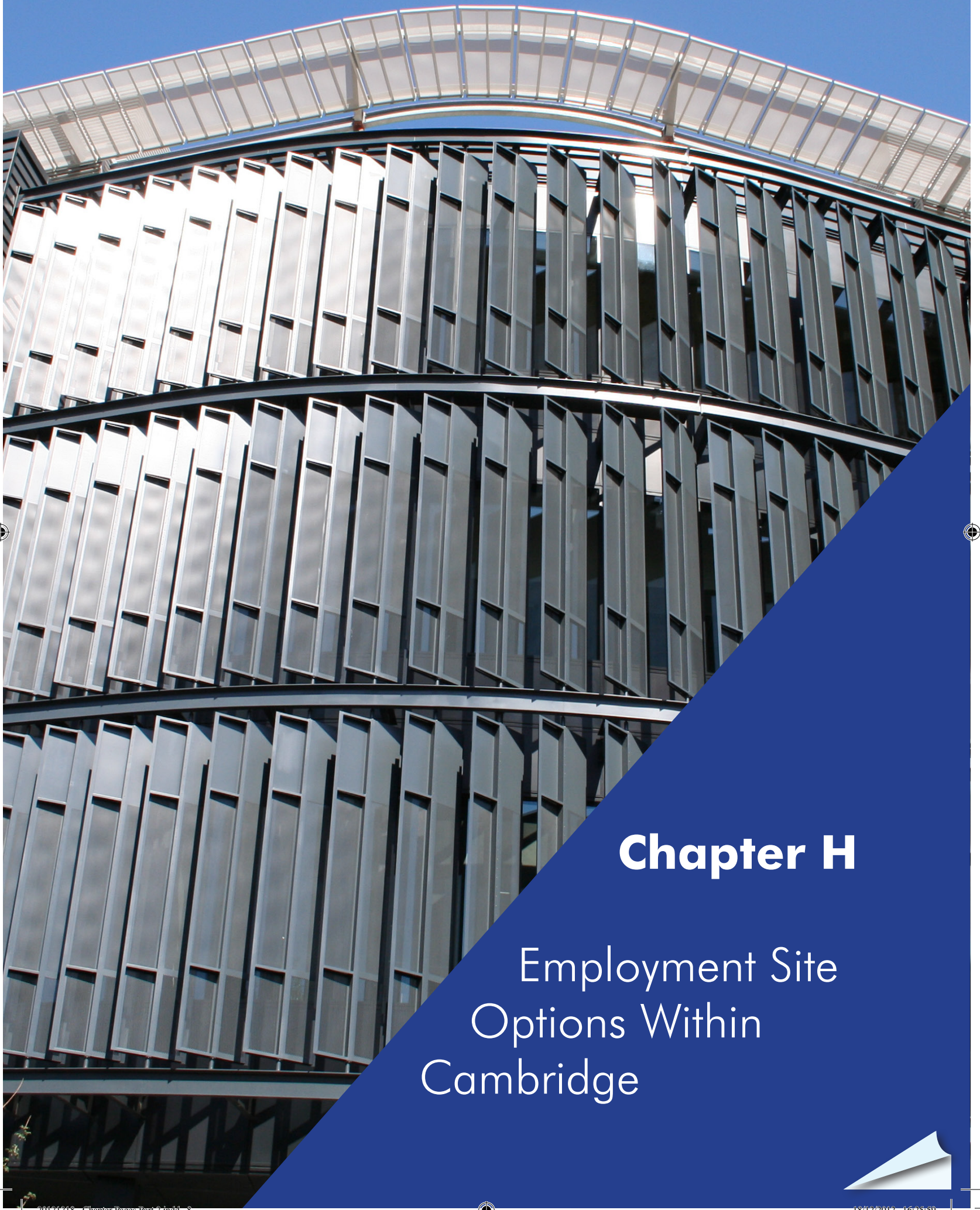
- Surface water flooding towards the centre of the site, possible to mitigate with careful consideration to site layout;



- The site is within an Air Quality Management Area, although it is not likely that there would be net worsening of air quality;
- Proximity to historic park/garden, Conservation Area and Buildings of Local Interest with potential for adverse impacts but capable of mitigation;
- There are narrow cycle lanes and high traffic volumes.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>



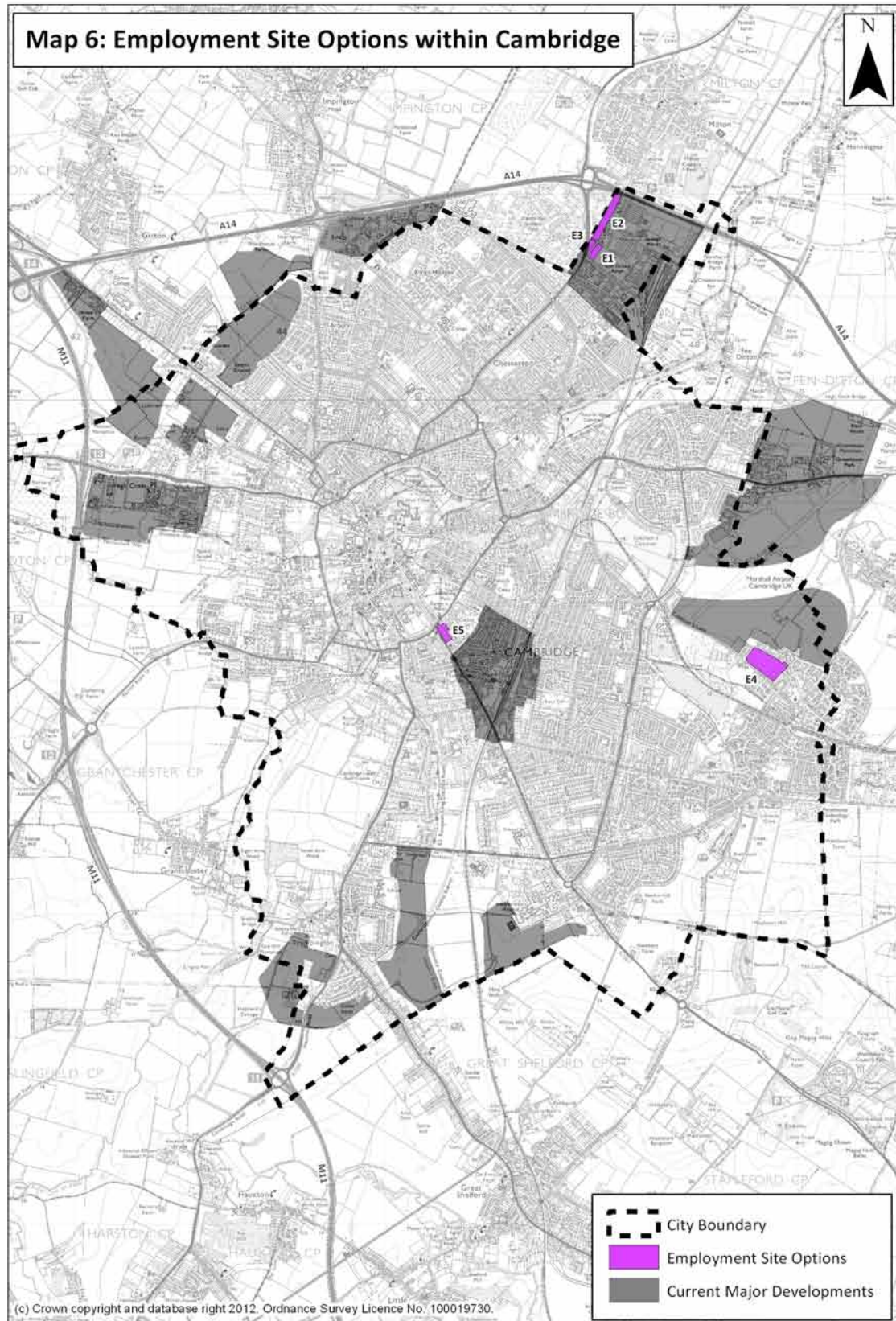


# Chapter H

## Employment Site Options Within Cambridge



## H. EMPLOYMENT SITE OPTIONS WITHIN CAMBRIDGE



## SITE NUMBER E1 – ORWELL HOUSE, ORWELL FURLONG

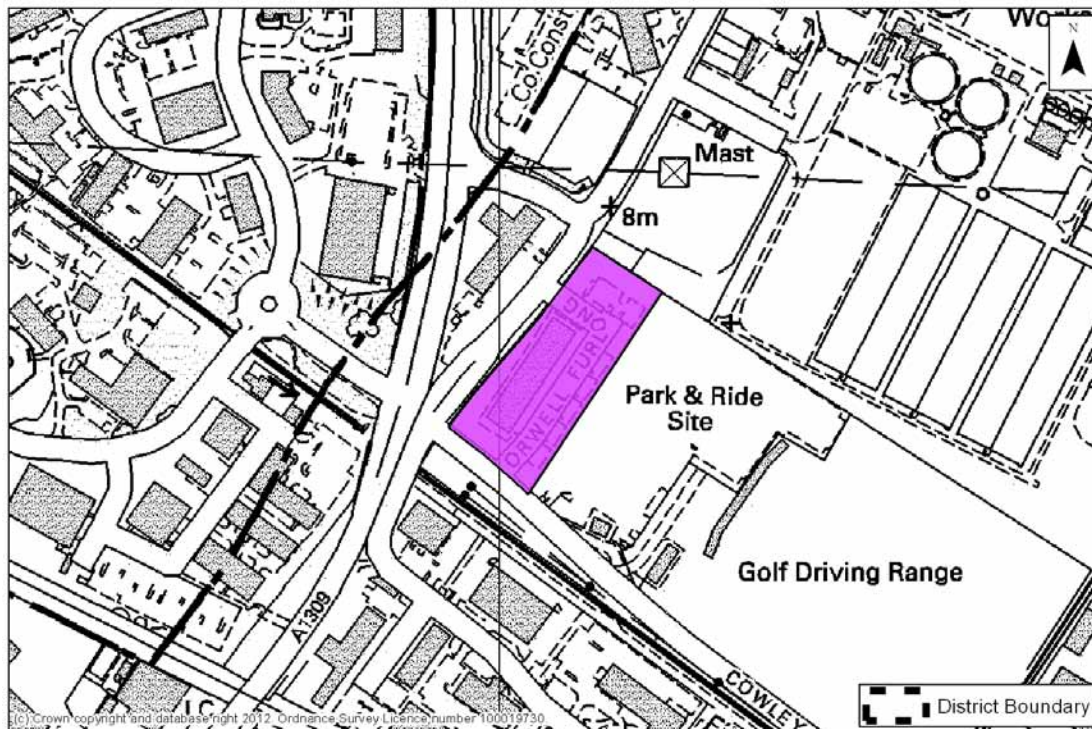
**Ward:** East Chesterton

**Area:** 0.99ha

**Potential Capacity:** Not applicable

**Reference(s):** Employment Land Review

### SITE MAP



### Description:

Orwell House is located immediately to the east of Cowley Road (near its junction with Milton Road) and is bounded to the east and north of the site by Orwell Furlong. It is located next to the western border of the Cambridge Northern Fringe East proposals site. Part of the site is currently being used as an office and day centre.

### COMMENTS

#### Pros:

- Existing employment site;
- Potential for site to form part of a high quality employment led development, supporting a vibrant new employment centre, around the train station; and
- Area will be subject to significant public transport improvement with new Cambridge Science Park railway station and links to guided bus.

**Cons:**

- There are surface water flooding issues towards the centre of the site possible to mitigate with careful consideration to site layout; and
- This site falls within the Waste Water Treatment Works (WWTW) Safeguarding Area for the Cambridge WWTW (Minerals and Waste Local Development Framework Policy W7I), where it must be demonstrated that the proposed development will not prejudice the continued operation of the WWTW.

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER E2 – ST JOHNS INNOVATION PARK

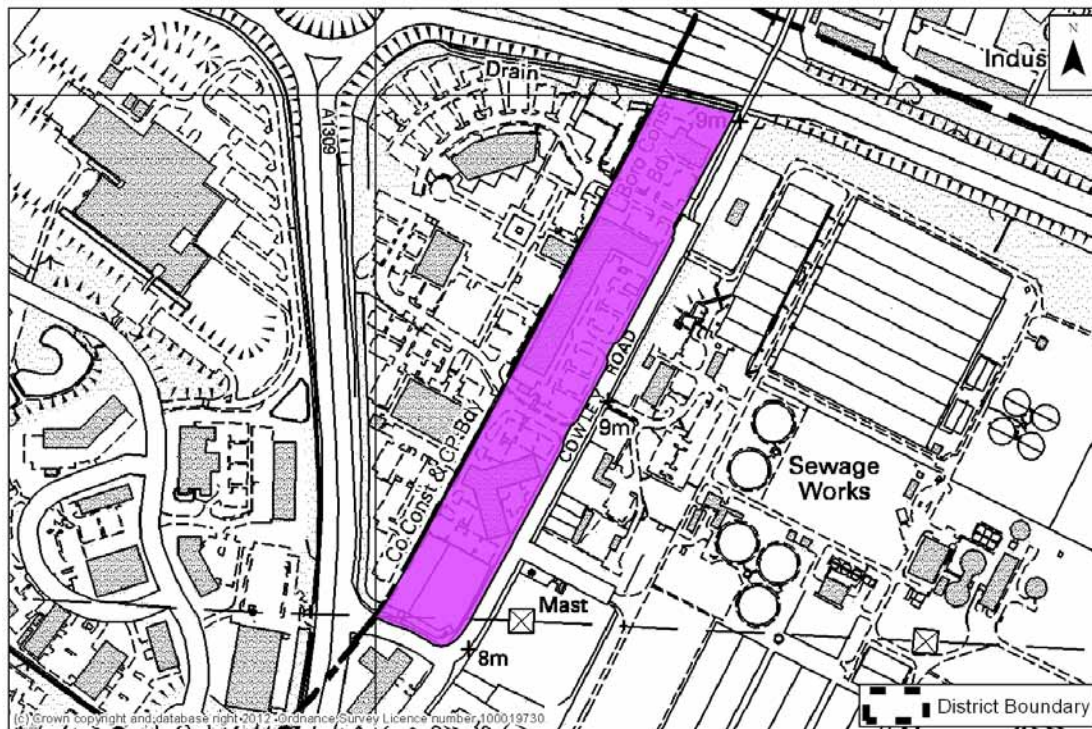
**Ward:** East Chesterton

**Area:** 3.15ha

**Potential Capacity:** Not applicable

**Reference(s):** Employment Land Review

### SITE MAP



### Description:

This site consists of a series of commercial buildings located to the west of the Waste Water Treatment Works on Cowley Road. The site is bounded to the east by Milton Road, and to the north by the A14.

### COMMENTS

#### Pros:

- Existing employment site;
- Potential for site to form part of a high quality employment led development, supporting a vibrant new employment centre, around the train station;
- Area will be subject to significant public transport improvement with new Cambridge Science Park railway station and links to guided bus.

#### Cons:

- This site falls within the Waste Water Treatment Works (WWTW) Safeguarding Area for the Cambridge WWTW (Minerals and Waste Local Development Framework Policy W71), where it must be demonstrated that

the proposed development will not prejudice the continued operation of the WWTW.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>



## SITE NUMBER E3 – MERLIN PLACE

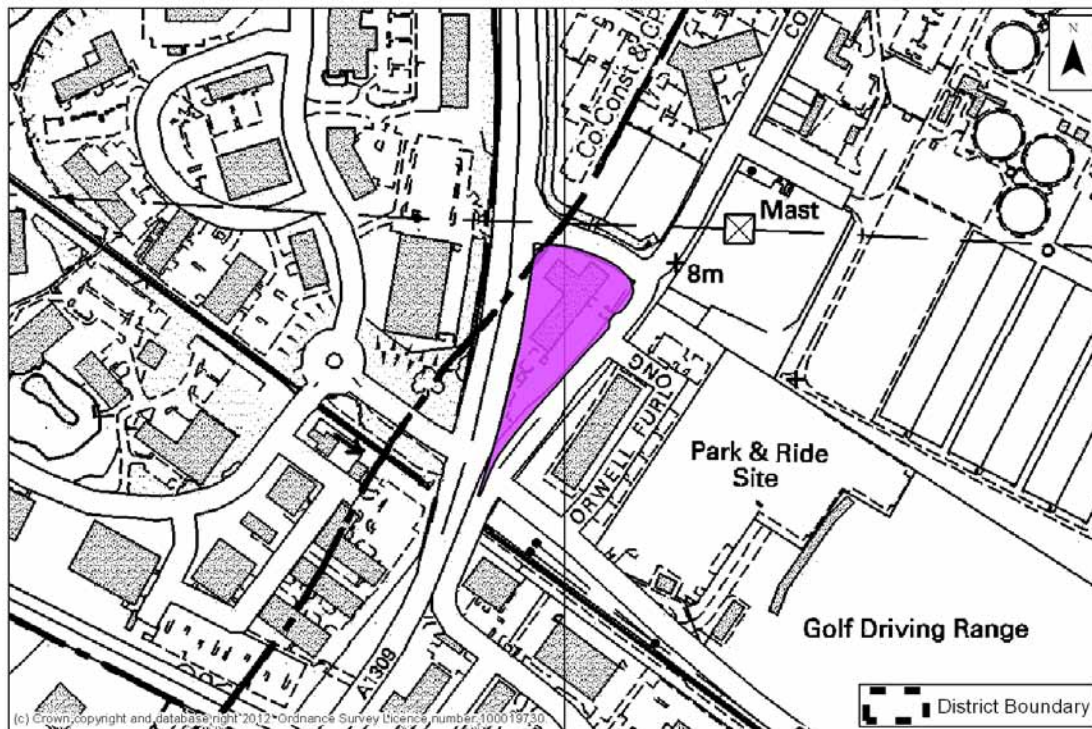
**Ward:** East Chesterton

**Area:** 0.59ha

**Potential Capacity:** Not applicable

**SHLAA Reference(s):** Employment Land Review

### Site Map



### Description:

This site consists of a series of commercial properties bounded by Milton Road to the west, the A14 to the north and by Cowley Road to the south and east.

### COMMENTS

#### Pros:

- Existing employment site;
- Potential for site to form part of a high quality employment led development, supporting a vibrant new employment centre, around the train station; and
- Area will be subject to significant public transport improvement with new Cambridge Science Park railway station and links to guided bus.

#### Cons:

- There are surface water flooding issues towards the centre of the site, possible to mitigate with careful consideration to site layout; and
- This site falls within the Waste Water Treatment Works (WWTW) Safeguarding Area for the Cambridge WWTW (Minerals and Waste Local Development Framework Policy W71), where it must be demonstrated that

the proposed development will not prejudice the continued operation of the WWTW.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>

## SITE NUMBER E4 – CHURCH END INDUSTRIAL ESTATE

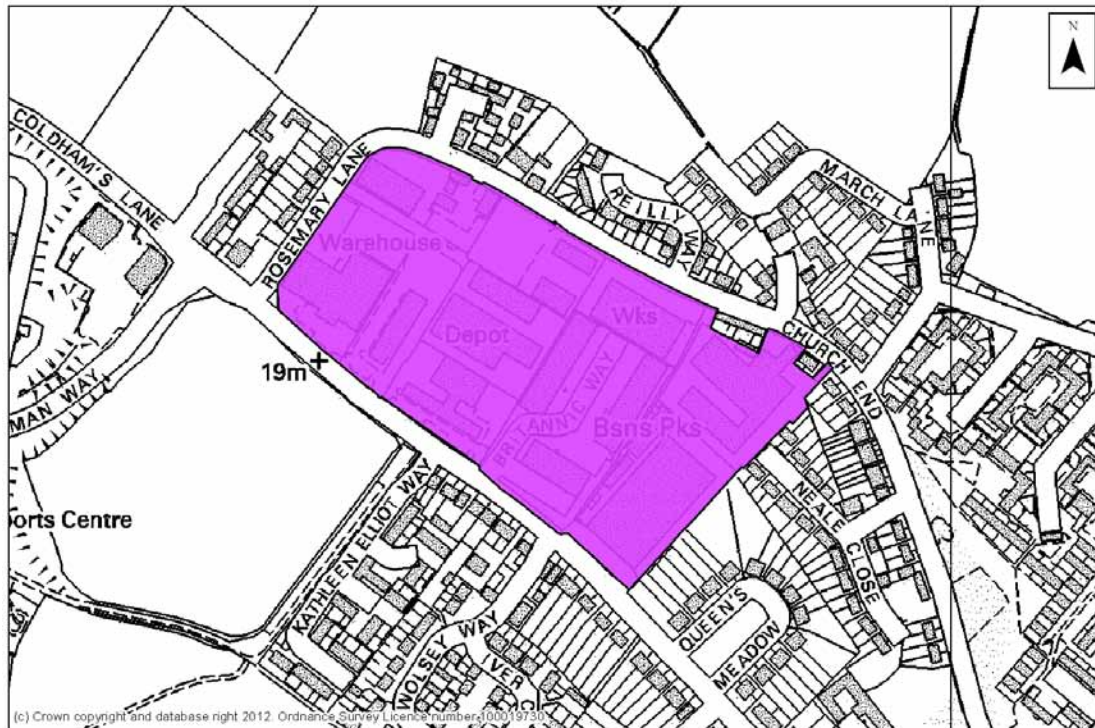
**Ward:** Cherry Hinton

**Area:** 6.62ha

**Potential Capacity:** Not applicable

**Reference(s):** Employment Land Review and proximity to the Local Plan Issues and Options 2012 Opportunity Area – South of Coldham’s Lane

### SITE MAP



### Description:

Mixed industrial use site with some offices and a number of warehouses. Bounded by Rosemary Lane to the north, Church Lane to the east and Coldham’s Lane to the west. The southeast of the site is a residential area.

### COMMENTS

#### Pros:

- Existing employment site; and
- Potential for intensification and upgrading as part of the wider opportunities in the area.

#### Cons:

- The distance from City Centre, Local Centre (Cherry Hinton High Street) and train station; and
- Only 25% of the site is within 400m of bus services that link to the City Centre and other areas

For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>

## SITE NUMBER E5 – 1 AND 7-11 HILLS ROAD

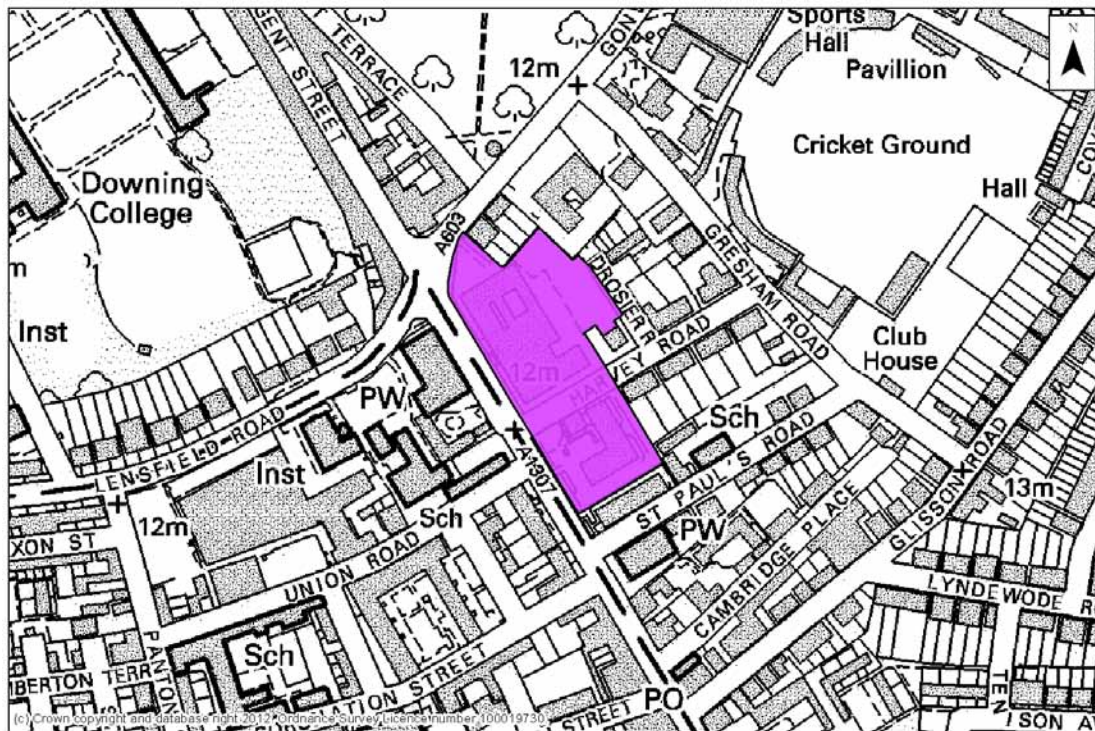
**Ward:** Trumpington

**Area:** 1.40ha

**Potential Capacity:** Not applicable

**SHLAA Reference(s):** Employment Land Review

### SITE MAP



### Description:

The site comprises two large office buildings, on either side of Harvey Road. They both lie on the eastern side of Hills Road. They are currently in office type uses with some University buildings. The surrounding area is mixed in character, with Hills Road predominantly commercial and Harvey Road predominantly residential.

### COMMENTS

#### Pros:

- Existing employment site; and
- This is a sustainable location for high quality office development. There is potential for employment intensification on this site.

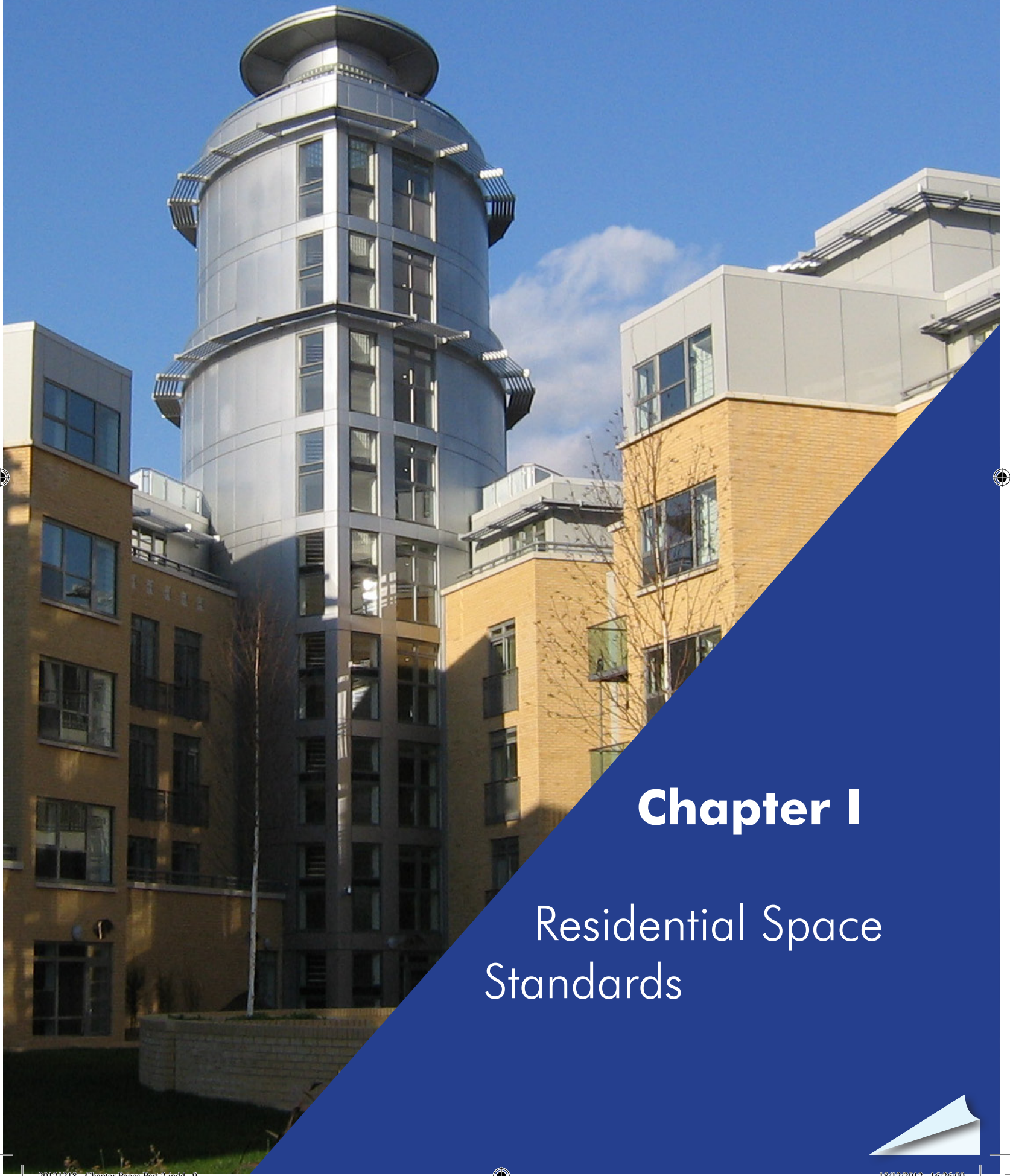
#### Cons:

- There are surface water issues on site, possible to mitigate with careful consideration to site layout;
- The site is adjacent to some listed buildings with potential for negative impacts capable of appropriate mitigation; and

- The site is within an Air Quality Management Area, although it is not likely that there would be net worsening of air quality.

For the technical assessment of this site, please visit <http://cambridge.idiconsult.net/ldf/>





# Chapter I

## Residential Space Standards



## I. RESIDENTIAL SPACE STANDARDS

### Internal Space Standards

- I.1 The provision of sufficient space within new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. It is recognised that many new developments are perceived to provide inadequate amounts of both internal and external amenity space. This issue could be addressed by drafting policies on minimum residential unit sizes and external amenity space.
- I.2 The current Local Plan does not include a policy setting out specific internal and external space requirements. However, the Council's current Affordable Housing Supplementary Planning Document specifies that Affordable Housing "should meet Housing Corporation Design and Quality Standards or any future replacement."<sup>1</sup> Historically, there has been very limited national guidance on the issues connected with space standards within and around the home. Whilst Planning Policy Statements provided support for the development of residential space and layout standards, paragraph 50 of the National Planning Policy Framework states that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, such as families with children, the elderly and people with disabilities.
- I.3 A number of options were put forward in the Issues and Options report consulted on during June and July 2012 for policy development on the basis that they outlined the most appropriate way to address this issue. These options were based on national guidance and research undertaken looking at policies set by other Local Planning Authorities. Option 106 proposed developing a policy, which sets out requirements for minimum standards based on bedspaces to be used for all new residential developments and conversions of existing dwellings to residential use. Option 107 suggested developing a new policy outlining the minimum internal floor space and storage space (in terms of gross floor area) for a range of dwelling types. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city. Analysis, responses and the preferred approaches to residential space standards are included in Appendix I of this document.
- I.4 The preferred approach is to follow Option 106 on internal space standards. However, within Option 106, following further research of existing standards across the country and consideration of developing a Cambridge-specific

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<sup>1</sup>Cambridge City Council Affordable Housing Supplementary Planning Document, January 2008, Paragraph 26, Pages 10-11.



approach, it is considered that two main approaches on overall unit sizes require further consultation. Briefly, they comprise Option I.1 which originates from the London Housing Design Guide which informed the standards in the adopted London Plan (2011) (hereafter referred to as London Plan standards) and Option I.2, which stems from the Homes and Communities Agency Housing Quality Indicators (2008). As residential space standards are based on the amount of space needed for key items of furniture and circulation space within dwellings, a number of other Local Authorities have already set out their own space standards. Both the London Plan standards and the Homes and Communities Agency approach have been tested by Examination in Public and repeated use through the planning application process. Although the standards were originally developed for housing in London or for affordable housing, they are equally applicable for both private and affordable housing in Cambridge as they cover a full range of dwelling types and consider the amount of space needed by residents within their dwellings.

- I.5 The unit sizes within the Housing Quality Indicators are given as a range in order to allow some flexibility. The unit sizes provided through the Housing Quality Indicators system vary from those provided in the London Plan, with the largest differences exhibited in the largest dwelling types (11 square metres difference between the top end of the Housing Quality Indicators range and the London Plan standard). This could have an impact on the delivery of affordable housing where housing is being funded by grant funding for floorspace up to the level of the Housing Quality Indicator standards only. Additionally, as Housing Quality Indicators provide a range of unit sizes, the use of these unit sizes on a cross-tenure basis across Cambridge could mean that developers might choose to develop private housing at the lowest end of the range of unit sizes.
- I.6 The standards would be applied on a cross-tenure basis, which would allow for the same unit sizes to be applied across Cambridge on both private and affordable dwellings. The standards are intended to encourage provision of enough space in dwellings to ensure that homes can be used flexibly by a range of residents with varied needs. The standards also aim to ensure that sufficient storage can be integrated into units. It is also important to consider that these standards are expressed as minimum space standards. Housing which exceeds minimum dwelling sizes will always be encouraged, and in order to achieve certain design configurations, work within site constraints or deliver units to a particular segment of the housing market, designers and developers may need to make early allowance to exceed the minimum gross internal area for that dwelling type.

**Option I.1 Minimum Internal Space Standards for Residential Development**

This option proposes a policy requiring the following minimum standards for the gross internal floor area of residential units based on bedspaces:

Designed occupancy	Dwelling Type	Unit size in square metres
<b>Flats</b>		
1 bedspace <sup>2</sup>	Studio	37
2 bedspaces	1 bed flat	50
3 bedspaces	2 bed flat	61
4 bedspaces	2 bed flat	70
4 bedspaces	3 bed flat	74
5 bedspaces	3 bed flat	86
5 bedspaces	4 bed flat	90
6 bedspaces	4 bed flat	99
<b>2 storey houses</b>		
4 bedspaces	2 bed	83
4 bedspaces	3 bed	87
5 bedspaces	3 bed	96
5 bedspaces	4 bed	100
6 bedspaces	4 bed	107
<b>3 storey houses</b>		
5 bedspaces	3 bed	102
5 bedspaces	4 bed	106
6 bedspaces	4 bed	113
7 bedspaces	4 bed	123

In order to ensure reasonable living conditions, the following requirements will also be set out in the policy:

- Minimum bedroom sizes for single and double bedrooms respectively.
- Any room designated on plan as a study will need to be of at least the size of a single bedroom.
- Rooms will need to have a minimum headroom of 2.1 metres in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

<sup>2</sup> Bedspaces in a property refers to the number of people a property sleeps

### Option I.2 Minimum Internal Space Standards for Residential Development (Range of Unit Sizes)

This option proposes a policy requiring the following minimum standards for the gross internal floor area of residential units based on unit sizes outlined within the Homes and Communities Agency's Housing Quality Indicators:

Designed occupancy	Dwelling Type	Unit size in square metres
<b>Flats</b>		
1 bedspace	Studio	30 - 35
2 bedspaces	1 bed flat	45 - 50
3 bedspaces	2 bed flat	57 - 67
4 bedspaces	2 bed flat	67 - 75
4 bedspaces	3 bed flat	67 - 75
5 bedspaces	3 bed flat	75 - 85
5 bedspaces	4 bed flat	75 - 85
6 bedspaces	4 bed flat	85 - 95
<b>2 storey houses</b>		
4 bedspaces	2 bed	67 - 75
4 bedspaces	3 bed	67 - 75
5 bedspaces	3 bed	82 - 85
5 bedspaces	4 bed	82 - 85
6 bedspaces	4 bed	95 - 100
<b>3 storey houses</b>		
5 bedspaces	3 bed	85 - 95
5 bedspaces	4 bed	85 - 95
6 bedspaces	4 bed	100 - 105
7 bedspaces	4 bed	108 - 115

In order to ensure reasonable living conditions, the following requirements will also be set out in the policy:

- Minimum bedroom sizes for single and double bedrooms respectively.
- Any room designated on plan as a study will need to be of at least the size of a single bedroom.
- Rooms will need to have a minimum headroom of 2.1 metres in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

**Question I.1:**

Which option do you prefer?

**Question I.2:**

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

**External Space Standards**

- I.7 Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework sets out the need to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as one of the core planning principles in paragraph 17.
- I.8 Within the Issues and Options report, Option 108 proposed developing a policy setting out minimum space standards for private outdoor amenity space only. This would be based on the number of bedspaces within the dwelling and would exclude parking areas and turning spaces. Alternatively, Option 109 suggested the introduction of a policy outlining that all new residential development (both private and affordable) should seek to provide an area of outdoor private amenity space in the form of gardens, balconies, patios and roof terraces. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city.
- I.9 The recommendation is to pursue a combination of Options 108 and 109, setting out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats. The criteria will include those issues considered to be most influential in the development management process.
- I.10 The rationale for pursuing a mixture of Options 108 and 109 is based on the varied nature of the city and the need to consider context flexibly. Cambridge has a number of areas of varying townscape character, with different densities, dwelling types and sizes, garden sizes and distances between dwellings. A universal approach to external amenity space would not necessarily be contextually suitable. As such, it is considered that a criteria-based approach based on key issues such as location and context, orientation, shape and size of amenity space and its usability, is the most appropriate way forward. Additionally, the number of bedspaces provided by the dwelling will need to be considered in reaching an appropriate solution, providing space for seating, play space, drying and storage space.

This approach provides flexibility in design solutions, allowing the local context to be considered.

- I.11 Whilst it is relatively straightforward to ascertain minimum standards for internal residential layout based on the size of standard items of furniture and the need for circulation space within dwellings, outdoor amenity area can also be configured in a similar manner. It is recognised that outdoor amenity space for dwelling units should provide sufficient space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. However, dependent on the context of the dwelling and the character of the surrounding area, this external amenity space could range significantly in size. As such, beyond setting out the types of structures and activities expected to be accommodated within a garden or other form of external amenity space, it is not considered appropriate to be prescriptive about minimum garden/balcony depths. It is considered that prescribing a given minimum depth for gardens/balconies would give rise to difficulties in delivering housing on constrained sites. Where a site is constrained, it may still be possible to bring housing forward with more innovative and usable solutions to the delivery of external amenity space. Although a garden length of less than 10 metres might not necessarily constitute a reason to refuse planning consent, it is considerably more likely that an application might be refused where gardens lack privacy and/or usable and accessible space; is dominated by car parking; or is subject to an unreasonable level of overlooking or enclosure.

**Option I.3: General Provision of External Amenity Space**

This option sets out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats.

All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground level patio with defensible space from any shared amenity areas. The following criteria will be considered when assessing whether appropriate amenity space has been provided:

- Location and context of the development, including the character of the surrounding area;
- Orientation in relation to the sun at different times of year;
- Level of overlooking and enclosure impacting on the proposed dwelling and any neighbouring dwellings;
- Shape and size of the amenity space, including the access to that space and the practical usability of the space.

In terms of the usability of space, the policy will also need to make reference to the need to allow sufficient external amenity space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. In calculating how much space might be required, this will be based on bedspaces. External amenity space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made, in order to prevent bins/bags being transported through dwellings.

One bedroom dwellings would not be expected to provide space for children to play, due to the low likelihood of children occupying these units. Larger dwellings would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high quality shared amenity areas on site to meet the needs of residents.

**Question I.3:**

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)



# Chapter J

## Car Parking Standards



## **J. CAR PARKING STANDARDS**

- J.1 Continued growth in car ownership, both locally and nationally, means that the provision of car parking at new developments remains a key factor in the success of the development. Too much parking can cause car dominance and make the environment less pleasant. Too little parking can have a similar effect, often resulting in indiscriminate on-street parking in and around the development.
- J.2 The National Planning Policy Framework and other national guidance on car parking standards<sup>1</sup> explain the importance of Local Authorities using local considerations to set parking standards for their area. The guidance states that parking levels, particularly at ‘origin’ destinations (i.e. residential development) should no longer simply attempt to reduce car ownership. A Local Plan should aim to limit car usage, not car ownership. It can do this through various policies, which can include requiring new developments to develop travel plans for their users.
- J.3 In particular, there is a need to align car parking standards with local circumstances such as car ownership levels and access to public transport, walking and cycling. There is also a need to allow for design flexibility within the standards. The size, mix and type of dwellings are important in setting the level of parking for a development.
- J.4 The three options put forward in the Issues and Options report proposed a number of ways of dealing with car parking. Option 186 proposed maintaining car parking standards from the 2006 Local Plan (Appendix C Car Parking Standards). Option 187 suggested new residential standards to factor in car ownership levels in developing new residential parking standards. Finally, Option 188 proposed completely new standards for all development.
- J.5 As a result of the responses to the consultation, in which support was spread across the three options, it is proposed that a mixture of all of the options outlined is the best way forward. This involves setting completely new standards for new residential development, whilst keeping the current standards for all other development.
- J.6 However, all the parking standards (residential and non-residential) should be subject to criteria that help developers consider the individual local circumstances of each new development when drawing up car parking provision. This will help to ensure that a more holistic view is taken on all car parking for new developments.

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<sup>1</sup> Guidance includes Residential Car Parking Research by Communities and Local Government (2007), a Guidance Note on Residential Parking by the Chartered Institute of Highways Technicians (2012) and the Manual for Streets (Department for Transport, 2007).



- J.7 The new car parking standards for Cambridge will be flexible, taking into account the design and locality of each individual development, and providing the correct and appropriate form of parking.
- J.8 Furthermore, this combination of options will build upon where the current standards are working well by continuing to keep the number of parking spaces low within commercial developments, whilst also testing and updating the standards for residential development.
- J.9 The proposed options will help ensure that car parking is not overprovided. Providing too much parking could be detrimental to the appearance of a development and could impact on the likelihood of people using more sustainable modes of transport. The options will allow for spaces for car clubs and Low Emission Vehicles to be incorporated into the policy. In addition, the standards will ensure that an appropriate number of disabled car parking spaces are provided at each new development.
- J.10 The standards proposed for new residential development (Option J.1) have been devised using local and national car ownership levels, which have been projected towards the end of the plan period using Communities for Local Government guidance on residential car parking (2007), and applied to Cambridge. In addition to this, the location (whether new development is inside or outside a Controlled Parking Zone (CPZ)) has also influenced the standards, with lower levels of parking required inside CPZs, in line with national guidance and the current policy approach. The standards are expressed as ‘No more than’ to denote the maximum number of parking spaces allowed at a new development. This follows on from the approach in the 2006 Local Plan, which expressed the standards in ‘maximums’. Expressing the standards as minimums would make it more difficult to incorporate the possibility of car free developments into the parking policy, so this has not been pursued as an option either.
- J.11 With this in mind, the options below set out the proposed car parking standards for residential development (Option J.1) and non-residential development (Option J.2), along with the criteria that developers will be required to consider when setting levels of car parking at all new development (Option J.3). As a part of Option J.3, the proposed new garage dimensions for car, refuse and bicycle storage are also provided.

**Option J.1: Residential car parking standards**

The new standards for new residential development inside and outside the Controlled Parking Zone are proposed to be:

<b>Dwelling Size</b>	<b>Inside Controlled Parking Zone</b>	<b>Outside Controlled Parking Zone</b>
<b>Up to 2 bedrooms</b>	No more than 1 space per dwelling.	No more than an average of 1.5 spaces per dwelling.
<b>3 or more bedrooms</b>	No more than 1 space per dwelling.	No more than 2 spaces per dwelling.

The above standards are not to be exceeded, except where exceptional circumstances can be demonstrated.

Provision lower than the maximum levels will continue to be possible, where it is deemed necessary and appropriate. The decision on what the levels and type of car parking provision will be subject to the criteria set out in Option J.3.

Visitor parking should continue to be provided at the current ratio of 1 space for every 4 units, and provision for service vehicles and car club vehicles should also be taken into account. When considering visitor parking, the criteria set out in Option J.3 should again be taken into account to ensure the provision for visitors is ample and adequately located.

Disabled parking will remain at the same levels indicated in the Cambridge Local Plan 2006.

**Option J.2: Non-residential car parking standards**

The standards for non-residential standards from Appendix C of the current Local Plan (2006), Appendix 2, are proposed for continuation.

However, as with Option J.1, the level and type of parking provision at each development will again be subject to the criteria, set out in Option J.3.

Disabled parking will remain at the same levels indicated in the Cambridge Local Plan 2006.

**Option J.3: Criteria based approach to addressing local circumstances**

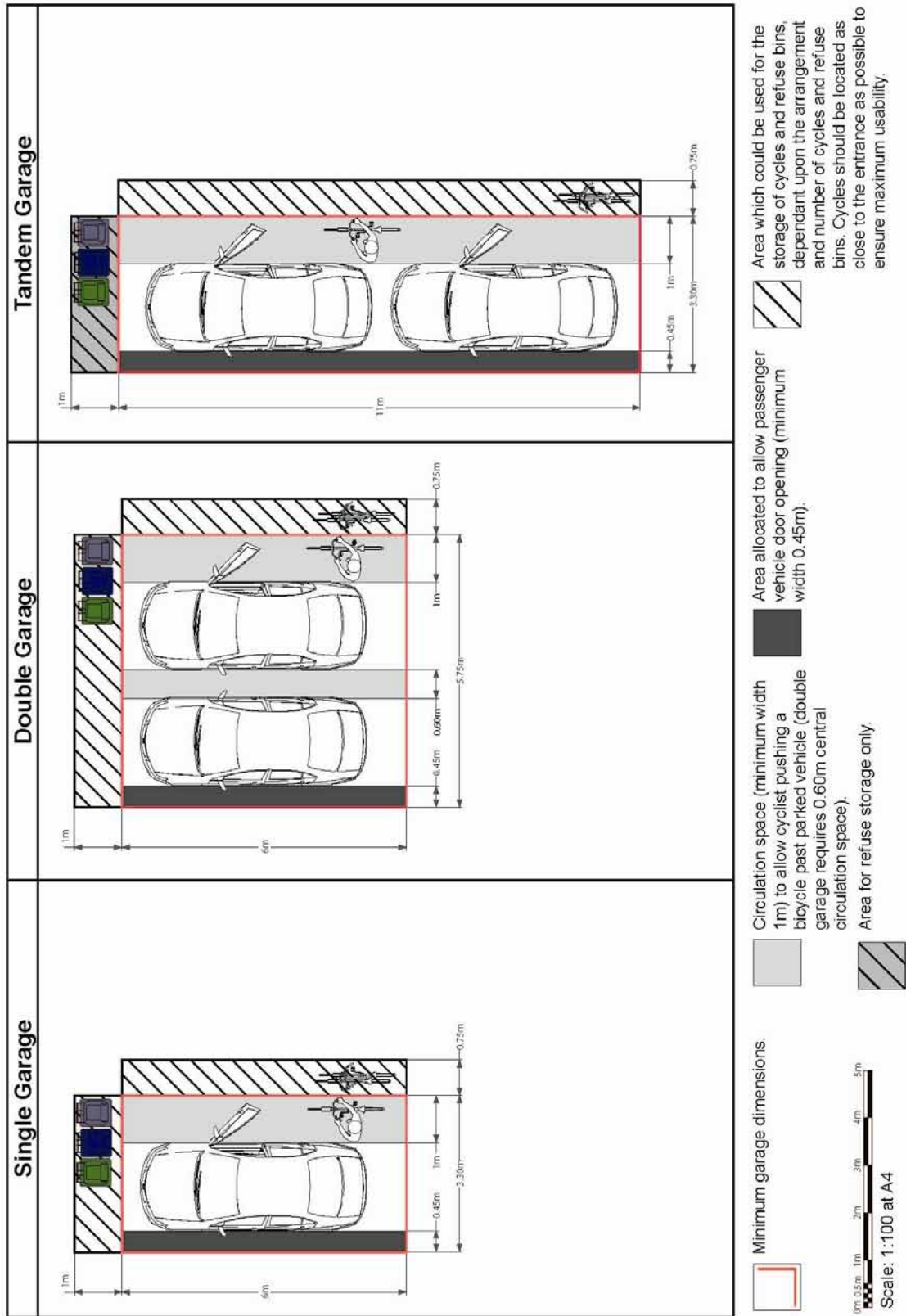
Although the stated parking levels should not be exceeded for residential and non-residential development, provision of lower than the maximum levels of parking should be possible where it is deemed appropriate and necessary. The impact of new development upon the surrounding streets and transport network should be considered. To account for this, this option requires developers to address the following criteria when providing for car parking:

- The location of the development, in terms of its proximity to services accessible by non-car modes of travel (walking, cycling and high quality public transport routes);
- The type of development (fringe site, infill site etc.) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviour and existing controls, and may be less flexible;
- The type of development (housing or flats etc.) – Evidence shows that houses have higher car ownerships than flats, even if they have the same number of habitable rooms; and
- For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in the surrounding area should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development.

In addition to consideration of the number of spaces to be provided within a development, this option proposes new standards for the type and style of car parking provision, dependent on site characteristics. This will need to comply with best practice guidance and is proposed to include:

- A preference for on-plot provision where this is possible, particularly for houses;
- The required dimensions for on-plot parking spaces, such as single; double and tandem garages (Figure 2 below).

Figure 2: Garage Dimensions



**Question J.1:**

Do you agree with the new residential car parking standards?

**Question J.2:**

Do you agree with maintaining the non-residential car parking standards as they appear in the Cambridge Local Plan 2006?

**Question J.3:**

Where it is feasible, should the parking for certain non-residential uses be expressed as 'spaces per staff' as opposed to spaces per Gross Floor Area (GFA)? For example, this could be the case for new development comprising office uses.

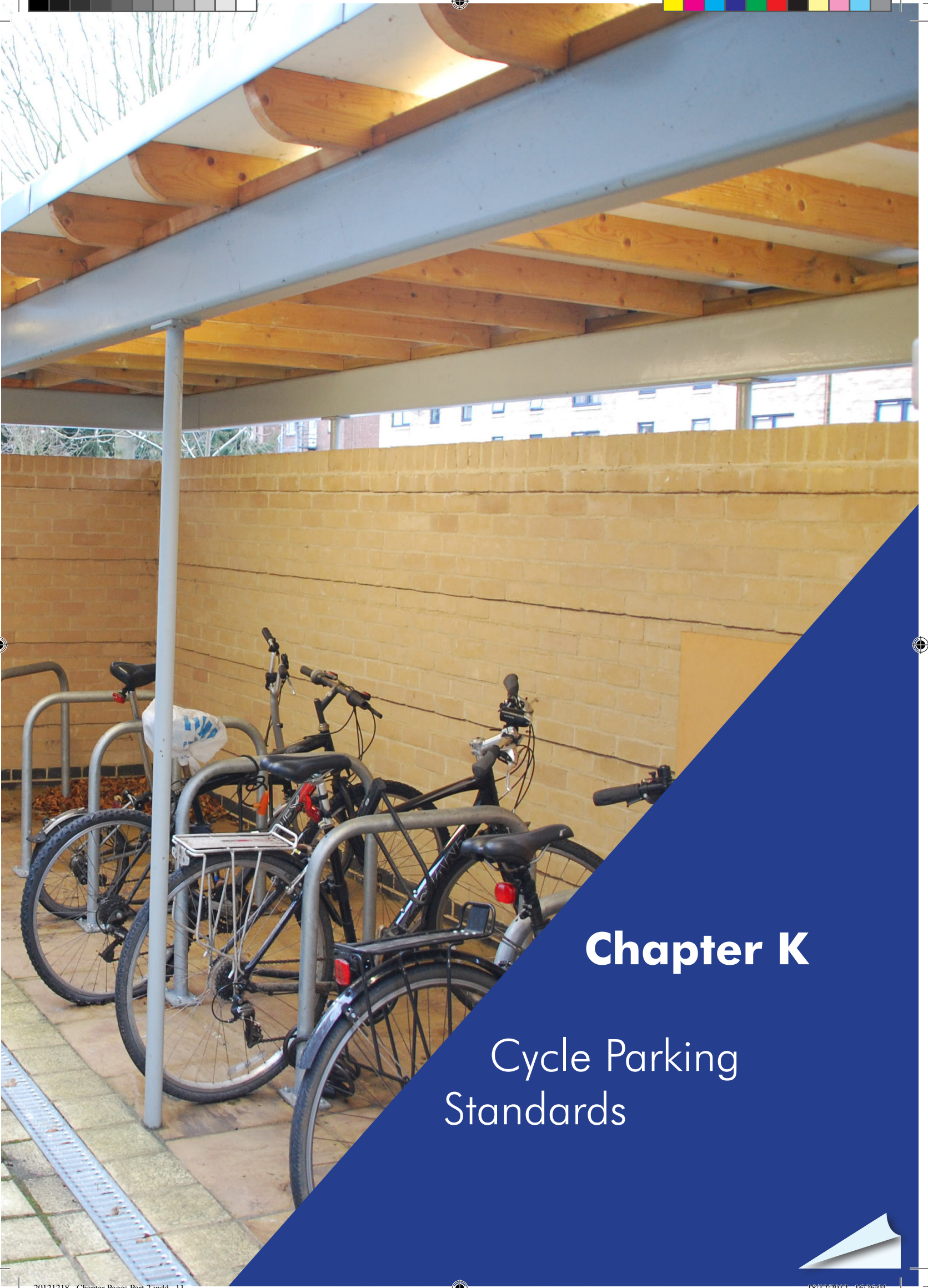
**Question J.4:**

Do you agree with the criteria set out in Option J.3?

**Question J.5:**

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?





# Chapter K

## Cycle Parking Standards



## **K. CYCLE PARKING STANDARDS**

- K.1 In order to accommodate and promote high levels of cycling in Cambridge, the appropriate facilities and infrastructure need to be in place. A key aspect of cycle infrastructure is secure cycle parking. Provision of cycle parking remains a big issue in Cambridge, and the Local Plan will have a policy and a set of parking standards aimed at ensuring the best possible cycle parking will be provided at new developments.
- K.2 Two options on cycle parking were consulted on in the Issues and Options report. These were option 191 (Location, Design and Quality) and Option 192 (Update the cycle parking standards in the current Local Plan (2006)). These options would allow for appropriate levels and types of cycle parking at new developments. Both options were strongly supported during consultation.
- K.3 It is recognised that there is a significant shortage of cycle parking in certain areas of the city, including the central area, railway station and areas of predominantly terraced housing. The redevelopment of the station area has provided the opportunity to deliver a new cycle park. The options should ensure that opportunities to meet existing and future demand are taken, whenever possible.
- K.4 The City Council's Cycle Parking Guide for New Residential Developments (2009) was produced in order to address the issues of quality and convenience of cycle parking at new development. This document has been used as a starting point for the development of the options for this consultation. Responses to the Issues and Options consultation (summer 2012) indicated that the quality and convenience of cycle parking at new developments has not always been of the appropriate standard. This issue needs to be addressed, meeting the stated aims of the National Planning Policy Framework, which put the balance in favour of sustainable transport modes and giving people a real choice about how they travel.
- K.5 Alongside updating the policy and standards to accord with the Cycle Parking Guide for New Residential Developments (and any subsequent update), further changes are proposed. For example, it is agreed that provision should distinguish between the needs of staff and visitors, and for retail development should distinguish between areas of the city with regards to the level of cycle parking provision needed.
- K.6 The proposed new standards are set out overleaf. The Cycle Parking Guide for New Residential Development (2009) forms the basis for these standards. However, there have been further updates to these, with changes made based on advice from best practice and also the most recent cycling modal share figures.



### **Option K.1: Cycle Parking Standards**

This option proposes new cycle parking standards for Cambridge, taking into account the most recent local and national guidance.

The new standards will:

- Reflect the design and dimensions for cycle parking, as set out in the City Council's Cycle Parking Guide for New Residential Development and other best practice guidance;
- Reflect the new single; double and tandem garage dimensions, as shown in Figure 3.

Residential cycle parking should be:

- Located in a purpose built area at the front of the house or within a garage;
- Only located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision;
- At least as convenient as the car parking provided.

Cycle parking for non-residential development should include:

- Parking for employees in a convenient, secure and covered location. Access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;
- Short stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 m) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered;
- Reference to staff or students should be taken to mean the peak number expected to be on site at any one time.

All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians.

In addition to the above, it is proposed that some flexibility could be applied to applications of the standards, in the following instances:

- Where strict adherence to the standards for a mixed use site is likely to result in duplication of provision;
- For the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment.

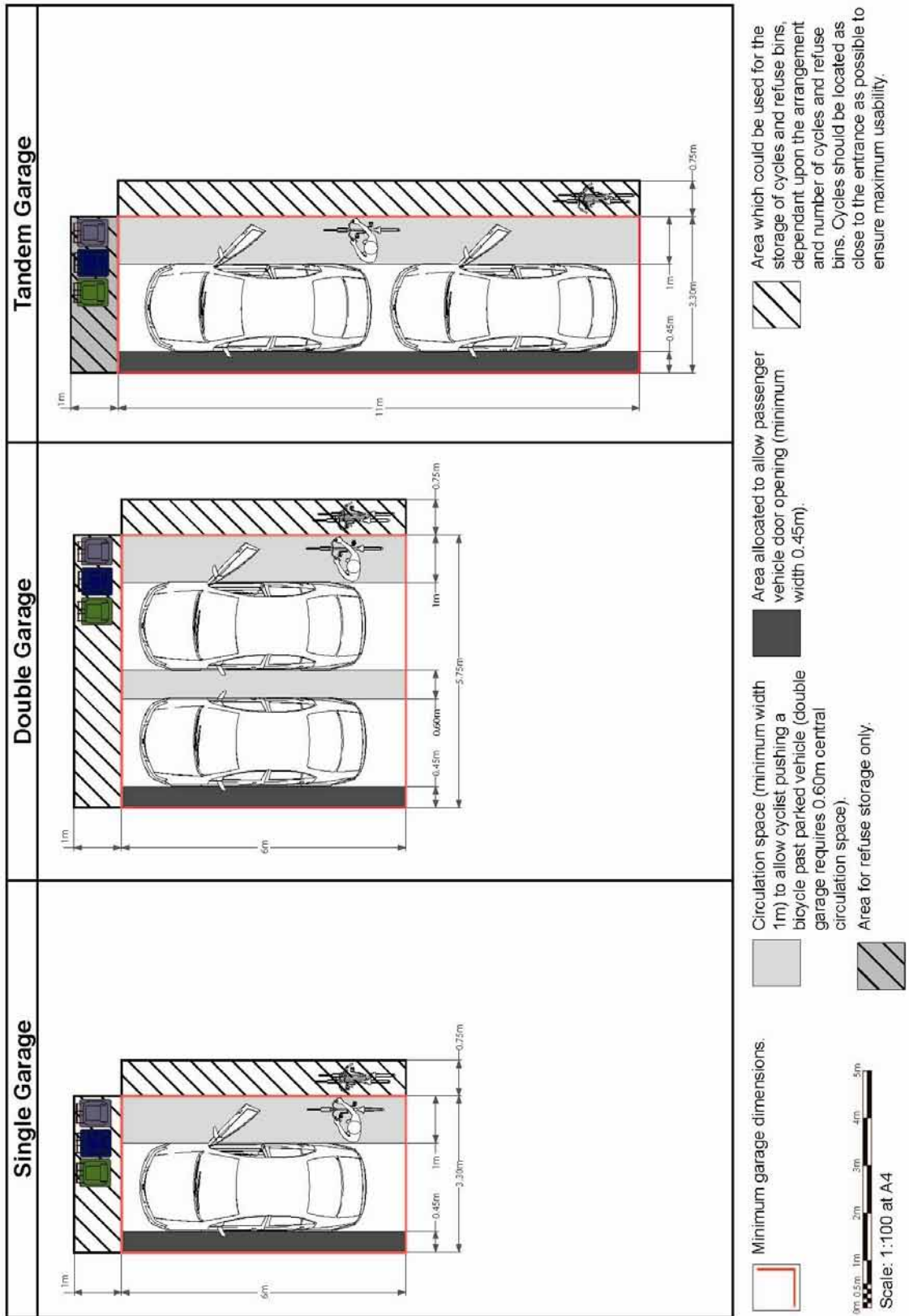
In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

TYPE OF DEVELOPMENT	NUMBER OF SPACES
<b>RESIDENTIAL</b>	
Residential dwellings	<p>1 space per bedroom up to 3 bedroom dwellings</p> <p>Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc</p> <p>Visitor cycle parking next to main entrances to blocks of flats</p> <p>Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses where cycle parking provision is located in the back garden</p>
Guesthouses and hotels	<p>1 space for every 3 members of staff</p> <p>2 spaces for every 10 bedrooms</p> <p>Outside the Historic Core area (as defined in the Historic Core Conservation Area Character Appraisal), this should include space for cycle hire</p>
Nursing homes	<p>1 space for every 3 members of staff</p> <p>1 visitor space for every 10 residents</p>
Retirement homes / sheltered housing	<p>1 space for every 3 members of staff</p> <p>1 space for every 6 residents and 1 visitor space for every 10 residents</p>
Student residential accommodation, residential schools, college or training centre	<p>1 space per 2 bed spaces within Historic Core Area</p> <p>2 spaces per 3 bedspaces for the rest of the city</p> <p>1 space for every 3 members of staff</p> <p>1 visitor space per 5 bedspaces</p>
Hospitals	<p>1 space for every 3 members of staff</p> <p>2 visitor spaces per consulting/treatment room</p> <p>1 visitor space for every 10 bedspaces</p>

<b>RETAIL, CULTURE, LEISURE AND SPORTS USES</b>	
Food retail	1 space for every 3 members of staff and 1 visitor space per 25m <sup>2</sup> in the City Centre or Mill Road District Centres.  For the rest of the city, 1 space for every 3 members of staff and 1 visitor space per 50m <sup>2</sup> up to 1500m <sup>2</sup> , thereafter 1 space per 100m <sup>2</sup>
Non-food retail	As above
Financial and professional services	1 space per 3 members of staff + some visitor parking (on merit)
Food and drink	1 space for every 3 members of staff  1 short stay space for every 10m <sup>2</sup> of dining area in the historic core area  1 short stay space for every 15m <sup>2</sup> for the rest of the city
Museums, Exhibition venues	1 space for every 3 members of staff Some visitor parking on merit
Sports and recreational facilities and swimming baths	1 space for every 3 members of staff  1 space for every 25m <sup>2</sup> net floor area or 1 space for every 10m <sup>2</sup> of pool area and 1 for every 15 seats provided for spectators
Places of assembly, including cinema, theatre, stadia, auditoria and concert halls	1 space for every 3 members of staff 1 visitor space for every 4 seats
Place of worship, public halls and community centres	1 visitor space per 15m <sup>2</sup> of public floor area
<b>BUSINESS USES</b>	
Offices	1 space for every 3 members of staff  Some visitor parking on merit
General Industry	1 space for every 3 members of staff  Some visitor parking on merit
Storage and other B class use classes	On merit

<b>NON-RESIDENTIAL INSTITUTIONS</b>	
Clinics and surgeries	1 space for every 3 members of staff and 2 spaces per consulting room
Non-residential schools	1 space for every 3 members of staff  Cycle spaces to be provided for 50% of primary school children, and 75% of secondary school children to include a scooter parking area
Non-residential higher and further education	1 for every 2 members of staff  Cycle parking for 70% of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	1 space for every 3 members of staff  1 visitor space per 5 children  A secure area to be provided for the parking of cargo bicycles/trailers

Figure 3: Garage Dimensions



**Question K.1**

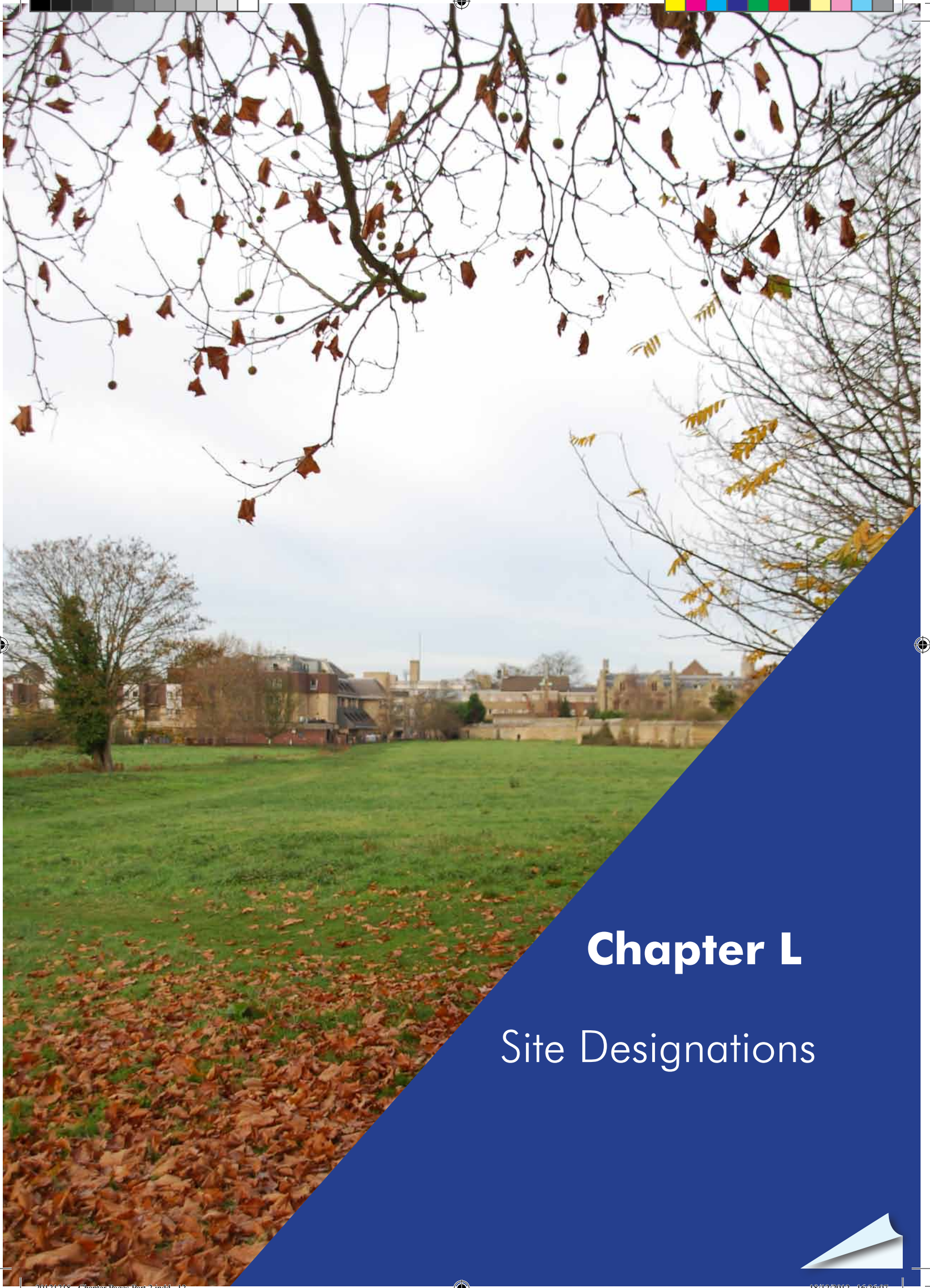
Do you agree with the new cycle parking standards?

**Question K.2**

Do you think there should be a separate standard requiring cycle parking at parks, open spaces and allotments?

**Question K.3**

Are there any points which have been missed and you feel should be added, perhaps even an entirely new option?



# Chapter L

## Site Designations

## L. SITE DESIGNATIONS

### Introduction

- L.1 As part of preparing new Local Plans, we are required to indicate landuse designations on a proposals map and identify areas where it may be necessary to limit freedom to change the use of buildings, and support such restrictions with a clear explanation. The current Proposals Map (October 2009) shows a number of designations for land, which are linked to policies in the Cambridge Local Plan 2006. In drawing up the new Local Plan, we are taking the opportunity to consult on various designations at this early stage. For example, designations include Protected Open Spaces.
- L.2 A number of existing designations are not the subject of this consultation process due to the separate processes for designation of these areas. Conservation Areas and Sites of National and Local Nature Conservation Importance are also shown on the Proposals Map. Sites of National and Local Nature Conservation Importance include Sites of Special Scientific Interest (SSSIs), Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. The boundaries and locations of these areas will still be shown on the Proposals Map accompanying the new Local Plan.
- L.3 The Proposals Map also indicates a number of planning constraints, including the Lord's Bridge Consultation Area, the Air Public Safety Zone and Flood Risk Zones. These constraints are set by external organisations and have implications for the ongoing operation of the Mullard Radio Astronomy Observatory at Lord's Bridge and Cambridge Airport; and the safety of residents and the quality of the environment respectively. These constraints do not form part of this consultation.
- L.4 Many of the designations are carried through from the Cambridge Local Plan 2006. However, since the adoption of the Cambridge Local Plan 2006, a number of background studies have been undertaken, which provide the evidence base for amending existing designations and proposing further designations.
- L.5 The subsequent sections of this chapter are set out by designation. Each section discusses the background to the relevant designation and is linked to an annex which includes a table setting out the sites for designation and a number of maps showing the sites. The annexes to this document are as follows:
- **Protected Industrial Sites** - Annex L1;
  - **District and Local Centres** - Annex L2;
  - **Protected Open Spaces** - Annex L3.

Following consultation, designations will be taken forward in the draft Local Plan and shown on the Proposals Map.



### **Protected Industrial Sites**

- L.6 The Cambridge Local Plan (2006) currently protects existing land in industrial use to ensure an appropriate supply. Policy 7/3 of the Local Plan 2006 seeks to protect sites currently in industrial or storage use from development that results in the loss of industrial or storage floorspace. The objective of the policy is to maintain a diversity of employment opportunities and a full range of services in Cambridge. In identified protected industrial/storage sites, development that results in the loss of industrial or storage floorspace is not allowed. In the rest of the city, development that results in the loss of industrial or storage floorspace is only permitted if certain criteria are satisfied. The Cambridge Local Plan 2006 designates 10 sites as Protected Industrial Sites.
- L.7 Having considered the findings of the Council’s Employment Land Review 2008, the Employment Land Review Update 2012 and the Cambridge Cluster at 50 study, the Issues and Options report (June 2012) presented the following three options for how to take forward the policy of protection of industrial and storage space:
- Continue with the policy unamended (Option 125);
  - Delete all identified protected sites and use the criteria based approach across the whole city (Option 126);
  - Amend the policy to encourage other forms of employment development, where appropriate (Option 127).
- The two new options were introduced to help evaluate whether a more flexible approach would be more appropriate when considering protection of industrial and storage space in Cambridge.
- L.8 At this stage in plan making, the Council is consulting upon potential changes to Protected Industrial Sites. Both Issues and Options stages of consultation will help inform the Council in drawing up the policy approach on industrial/storage sites for the draft submission Local Plan.
- L.9 The proposed Protected Industrial Sites are provided in Annex L1.

### **District and Local Centres**

- L.10 Cambridge is a regional shopping centre with a hierarchy of centres. These centres are set out in the Cambridge Local Plan 2006 and comprise the City Centre and a number of District and Local Centres. All of these centres are identified on the Proposals Map (October 2009) along with Primary Shopping Frontages within the City Centre. Shopping policies in the Cambridge Local Plan 2006 seek to enhance the vitality and viability of the City Centre and support the role of the District and Local Centres, rather than proposing major retail expansion. The current Local Plan (2006) describes District Centres as a ‘group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants.’ Local Centres are also typified within the Local Plan (2006) as a ‘small grouping usually comprising a newsagent, a general grocery store, a sub-post office and occasionally a pharmacy, a

hairdresser, and other small shops of a local nature.’ District and Local Centres serve an important function, providing people with the ability to shop close to where they live and work. They help to meet day-to-day needs, thus reducing the need to travel and dependence on the car. Change of use within these centres from A1 to A2 – A5 uses is only permitted where the percentage of A1 uses does not fall below 60%. Change of use of A1 to other non A uses is only permitted in exceptional circumstances.

- L.11 The National Planning Policy Framework (paragraph 23) states that, in drawing up Local Plans, Local Planning Authorities should define a network and hierarchy of centres that is resilient to anticipated future economic changes. It also requires that authorities define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.
- L.12 The Council has carried out a shopping survey of the City Centre, existing District and Local Centres and any other groupings of shops or services, which may be suitable for future designation. The survey was carried out between November 2011 and June 2012. The survey has been carried out on a regular basis for many years and is an informal working document used by officers.
- L.13 At this stage in plan making, the Council is consulting upon potential changes to District and Local Centres. Evidence is still being gathered in relation to the City Centre, as the Retail Study is being updated, and this will be included within the draft Local Plan, which will be subject to consultation.
- L.14 The Issues and Options Report consulted upon in June and July 2012 set out a number of options on the hierarchy of centres. There was no clear favourite between these options in the consultation responses received (Options 25 and 26). At this stage, the consultation will look at all existing and potential District and Local Centres.
- L.15 The tables and maps in Annex L2 show the proposed District and Local Centres and a range of changes to the existing boundaries.

### **Protected Open Spaces**

- L.16 An essential part of the character of Cambridge is formed by the city’s open spaces and grounds surrounding historic buildings. Protected Open Spaces may be in public ownership, but many are part of the colleges of the University of Cambridge. These green spaces are vital for many reasons, including health and well-being, leisure and sporting activity, and biodiversity. With increasing pressure for development in the city, it is particularly important that green spaces are protected and enhanced and that new open spaces are created and protected. New residential development is required to provide open space in accordance with standards set out in Policy 3/8 of the Cambridge Local Plan 2006. Existing open space of environmental and/or recreational importance is protected from development by Policy 4/2 of the

Cambridge Local Plan 2006. It is proposed that these extant policies will be replaced by similar policies in the Cambridge Local Plan Towards 2031.

- L.17 Providing an update on the Cambridge Local Plan 2006 and the Open Space and Recreation Strategy 2006, an assessment of over 300 open spaces within the city was undertaken in 2011 and contributed towards the development of the adopted Open Space and Recreation Strategy 2011. This strategy and the survey work provides a detailed understanding of the quantity and quality of existing provision of different forms of open space, including sports pitches, amenity, green space, parks and gardens, allotments, children’s play space and natural and semi-natural green spaces. The strategy was subject to public consultation from 25 July to 2 September 2011 and was adopted by the Council at Environment Scrutiny Committee on 4 October 2011. It was produced in line with the requirements of the then extant Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (2002), but is also considered to be in conformity with the requirements of the National Planning Policy Framework (2012).
- L.18 The National Planning Policy Framework (paragraphs 73 and 74) states that planning policies should be based on robust and up-to-date assessments of need for open space, sports and recreation facilities and opportunities for new provision. The assessment should identify specific needs and quantitative or qualitative deficits or surpluses of open space. Existing open space, sports and recreation buildings and land, including playing fields, should not be built on unless assessment has shown that the site is surplus to local requirements; the site would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, which clearly outweighs the loss.
- L.19 The Issues and Options report included ‘Option 164 – Protection of Open Space’. This allows for the continuation of the Council’s existing policy approach to protecting open spaces by reason of their environmental and/or recreational importance.
- L.20 The sites are listed and mapped in Annex L3. The sites include allotments, amenity greenspaces, cemeteries and churchyards, civic spaces, spaces for children and young people, natural and semi-natural green spaces, parks and gardens and outdoor sports facilities.

### **Local Green Spaces**

- L.21 In addition to the Council’s assessment of open spaces for protection, paragraphs 76 – 78 of the National Planning Policy Framework state that areas of green space that are considered to be of particular importance to local communities can be designated as Local Green Space. Local Green Spaces should only be designated when a plan is prepared or reviewed, and should be capable of enduring beyond the plan period. These sites would be afforded similar protection to Green Belt status. To be designated as a Local Green Space, sites must meet the following criteria:

- Where the green space is in reasonably close proximity to the community it serves;
- Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land.

L.22 The Council is requesting suggestions for sites to be designated as a Local Green Space. All sites put forward should meet the above criteria. Any sites submitted for designation as Local Green Space during consultation will be subject to further assessment by officers to confirm the site's suitability for designation for this purpose.

**Question L.1:**

Are there any open spaces within Cambridge, which should be considered for designation as Local Green Space?

If you would like to put forward any sites for designation as Local Green Spaces, please provide a map to accompany your comments, if possible.

**ANNEX L1: PROTECTED INDUSTRIAL SITES**

This Annex includes 10 Protected Industrial Sites, one of which is proposed for removal. The Protected Industrial Sites and changes proposed are listed below in Table L1.1. The Protected Industrial Sites are shown on two maps, one map that provides an overview of all the Protected Industrial Sites and one map which shows PIND10 Jedburgh Court, which is proposed for removal from the group of Protected Industrial Sites.

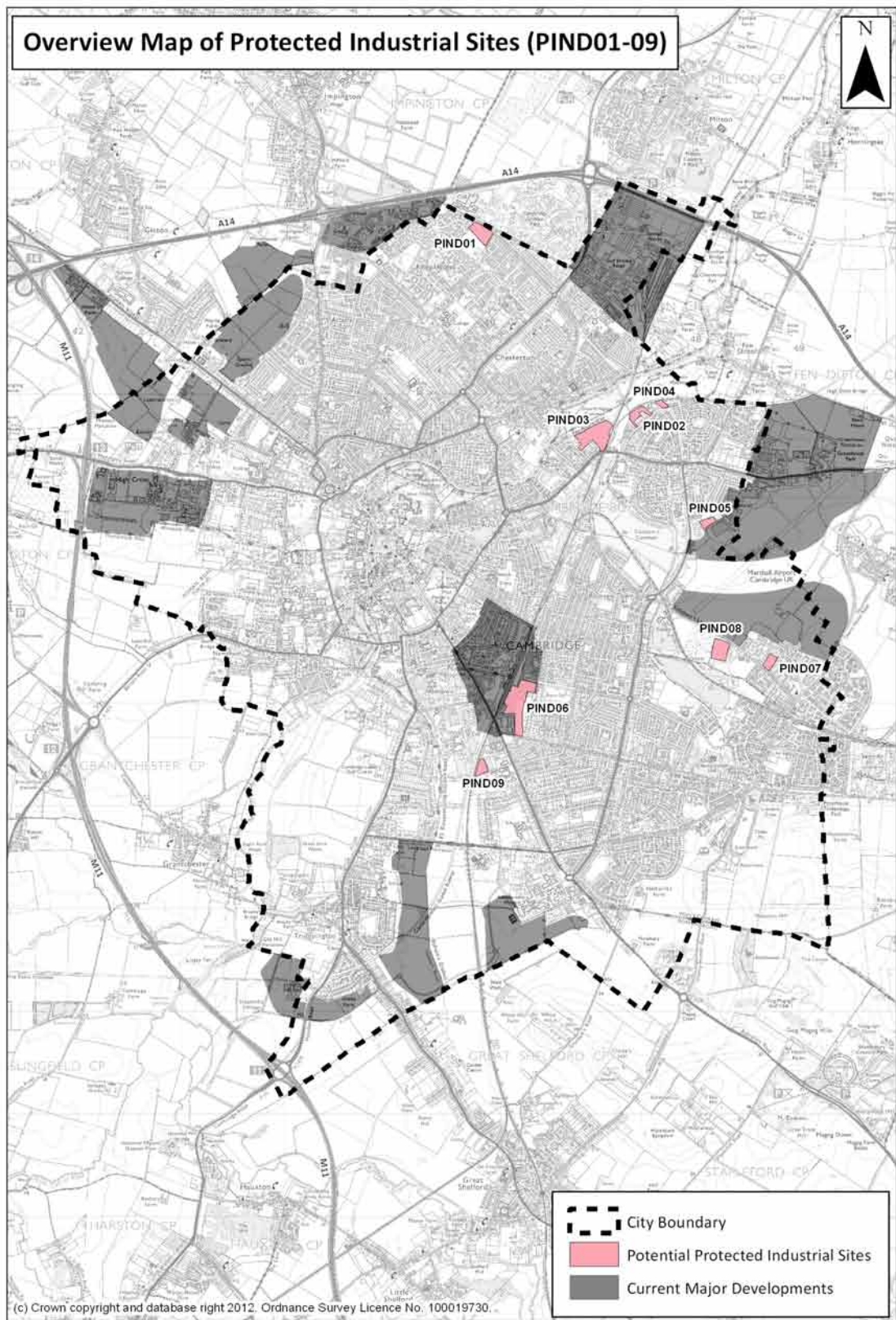
**Table L1.1: Protected Industrial Sites**

Site No.	Site Name	Ward	Reason for change
<b>No change to designation proposed</b>			
PIND01	Kings Hedges Road - Kirkwood Road/Kilmaine Close	King's Hedges	Not applicable
PIND02	Ditton Walk (North) - Beadle Industrial Estate	Abbey	Not applicable
PIND03	Mercers Row Industrial Estate	Abbey	Not applicable
PIND04	Ronald Rolph Court, Wadloes Road	Abbey	Not applicable
PIND05	Barnwell Business Park and Barnwell Drive	Abbey	Not applicable
<b>Amendments to designation proposed</b>			
PIND06	Cherry Hinton Road - Clifton Court and Clifton Road	Coleridge	This site is being consulted on for mixed use in Chapter G of this document as site M2 Clifton Road Industrial Estate. If this site were to be allocated, the boundary of the protected industrial site designation would consequentially change.
PIND07	College Business Park, Coldham's Lane	Cherry Hinton	This site is being consulted on for employment in Chapter H of this document as site E4 Church End Industrial Estate. If this site were

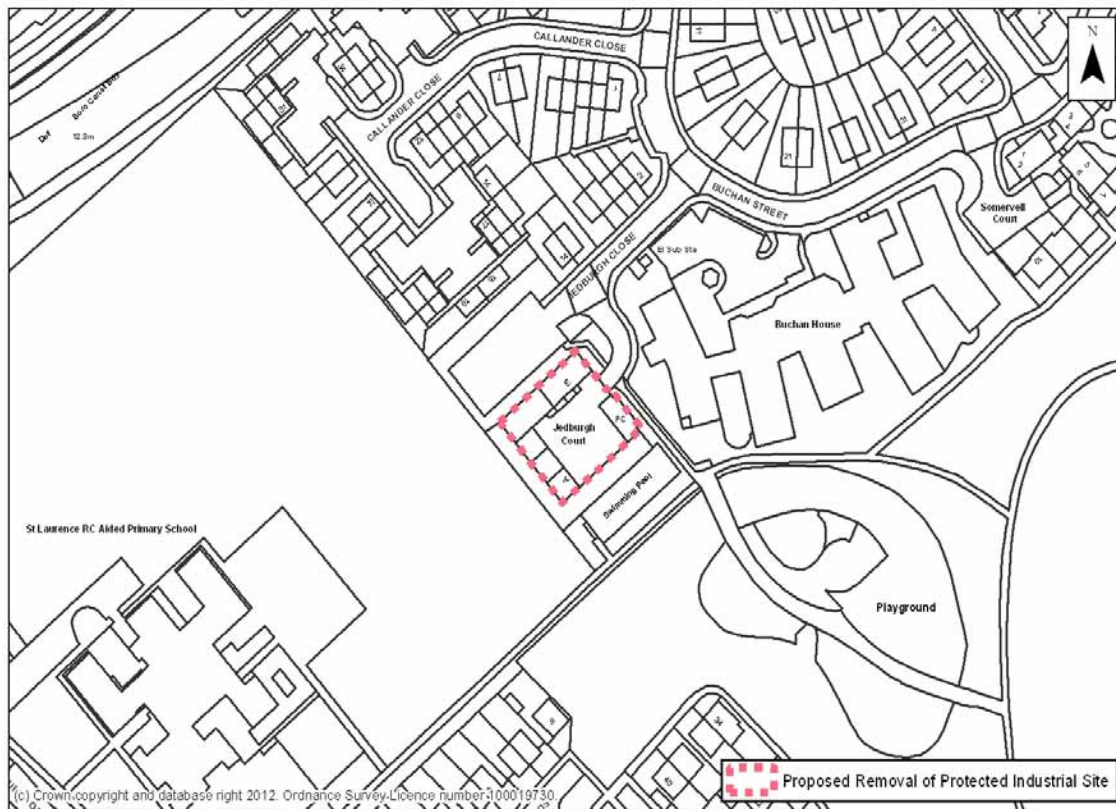
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			to be allocated, there may be potential for the boundary of the protected industrial site designation to change.
PIND08	Coldham's Lane Business Park, Coldham's Lane	Cherry Hinton	This site forms part of the Opportunity Area for the land South of Coldham's Lane (Option 40 in the Issues and Options Report). If this site were to be allocated, there may be potential for the boundary of the protected industrial site designation to change.
PIND09	Purbeck Road	Queen Edith's	This site is being consulted on for mixed use in Chapter G of this document as site M3 Michael Young Centre. If this site were to be allocated, the boundary of the protected industrial site designation would consequentially change.
<b>Deletion of designation proposed</b>			
PIND10	Jedburgh Court, Jedburgh Close	King's Hedges	The Employment Land Review 2008 recommended the removal of protection for PIND10 Jedburgh Court, Jedburgh Close. This site was considered to be small, providing limited benefit to the Cambridge economy. It was considered that the uses on this site could be accommodated on other sites within the city and this could release the land for another use such as housing along with the adjoining underused car park. As such, this site is proposed for removal from the group of Protected Industrial Sites.

Overview Map of Protected Industrial Sites (PIND01 – 09)



**Map of PIND10 Jedburgh Court, Jedburgh Close**





**ANNEX L2: DISTRICT AND LOCAL CENTRES**

This Annex includes 7 proposed District Centres and 21 proposed Local Centres. Having clearly defined boundaries can make it easier to apply policies that protect and maintain shopping centres. The shopping survey showed that in some cases the boundaries of the District and Local Centres needed to be changed. In some instances, they could be extended logically to include other shops and facilities at the edge of the centre. In other cases, it was appropriate to remove some properties from the centres as they were residential at ground floor level and not District or Local Centre uses. The surveys also identified a number of new centres. Some potential changes in the hierarchy have also been suggested where a Local Centre might be moved up the hierarchy to be reclassified as a District Centre. This applies to those Local Centres, which have a wide range of shops, including a supermarket, and other facilities such as a library, doctor's surgery, community facility etc. The District Centres are listed in Table L2.1 whilst Local Centres are in Table L2.2.

**Table L2.1: District Centres**

Site No.	Site Name	Ward	Reason for change
<b>Proposed amendments to District Centres</b>			
DC1	Arbury Court	King's Hedges	The existing Local Centre boundary will be amended to include the Church of the Good Shepherd, the doctor's surgery and the day nursery and community centre. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC3	Cherry Hinton High Street	Cherry Hinton	The existing Local Centre boundary will be amended to include the Robin Hood public house, building society and solicitor's office. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC4	Histon Road	Arbury	The existing Local Centre boundary will be amended to include the units at Nos. 164 to 184 Histon Road. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC5	Mill Road East	Romsey	The existing District Centre will be amended to include additional units as indicated on the map.
DC6	Mill Road	Petersfield	The existing District Centre will be

	West		amended to include the doctor's surgery on the corner of Mill Road and Guest Road, and a number of units on Covent Garden.
DC7	Mitcham's Corner	West Chesterton	The existing District Centre will be amended to include additional units as indicated on the map.
<b>New designation proposed</b>			
DC2	Cambridge Leisure Park	Coleridge	Designation of a new District Centre on the basis of the number of retail and supporting uses in the area including and adjacent to the Cambridge Leisure Park.

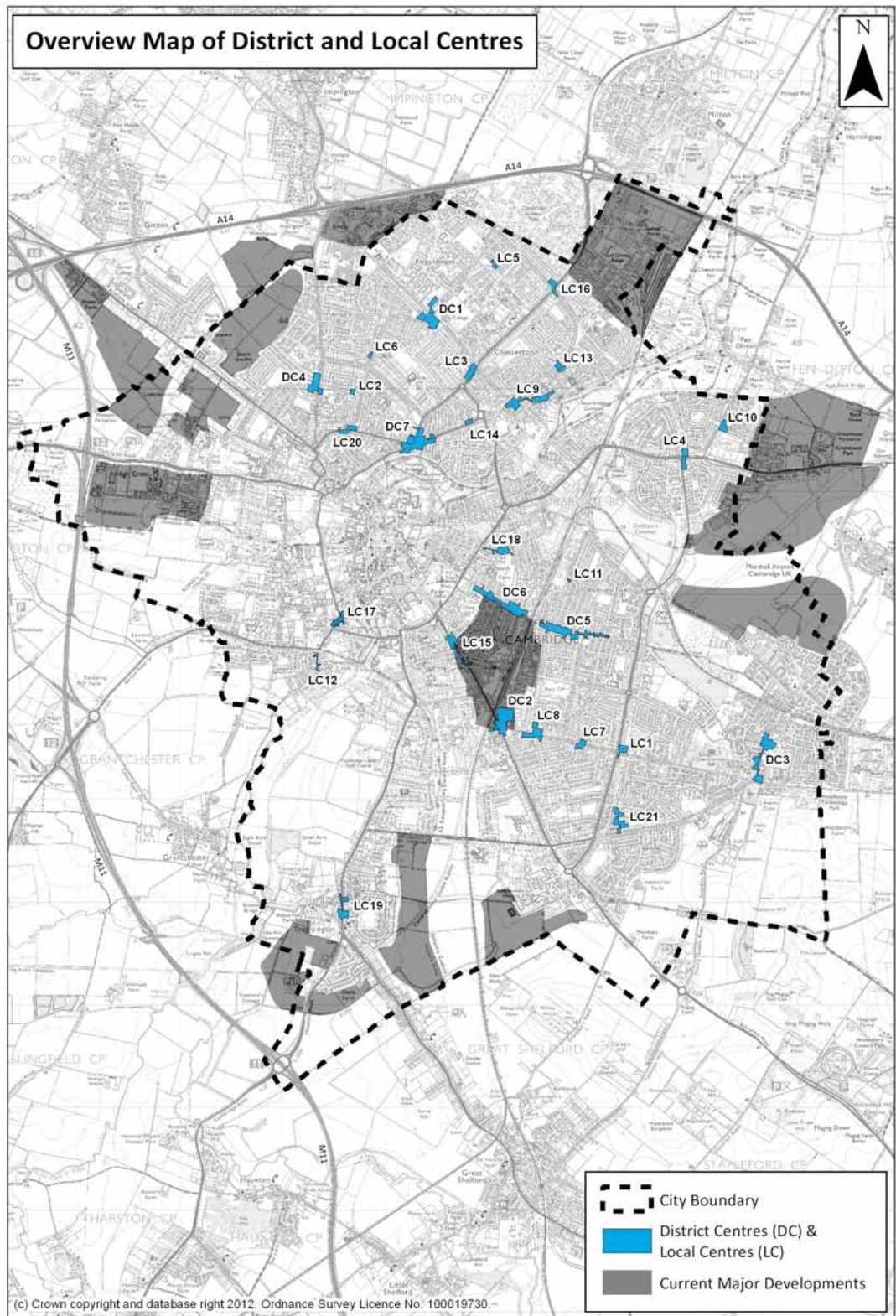
**Table L2.2: Local Centres**

Site No.	Site Name	Ward	Reason for change
<b>No change to designation proposed</b>			
LC2	Akeman Street	Arbury	Not applicable
LC3	Arbury Road/Milton Road	West Chesterton	Not applicable
LC4	Barnwell Road	Abbey	Not applicable
LC7	Cherry Hinton Road East	Coleridge	Not applicable
LC10	Ditton Lane	Abbey	Not applicable
LC11	Fairfax Road	Romsey	Not applicable
LC12	Grantchester Street, Newnham	Newnham	Not applicable
LC16	King's Hedges Road	King's Hedges	Not applicable
<b>Proposed amendments to Local Centres</b>			
LC1	Adkins Corner	Coleridge	The Local Centre boundary will be amended to include the dentist's surgery at No. 332 Cherry Hinton Road.
LC5	Campkin Road	King's Hedges	The Local Centre boundary will be amended to include the Community

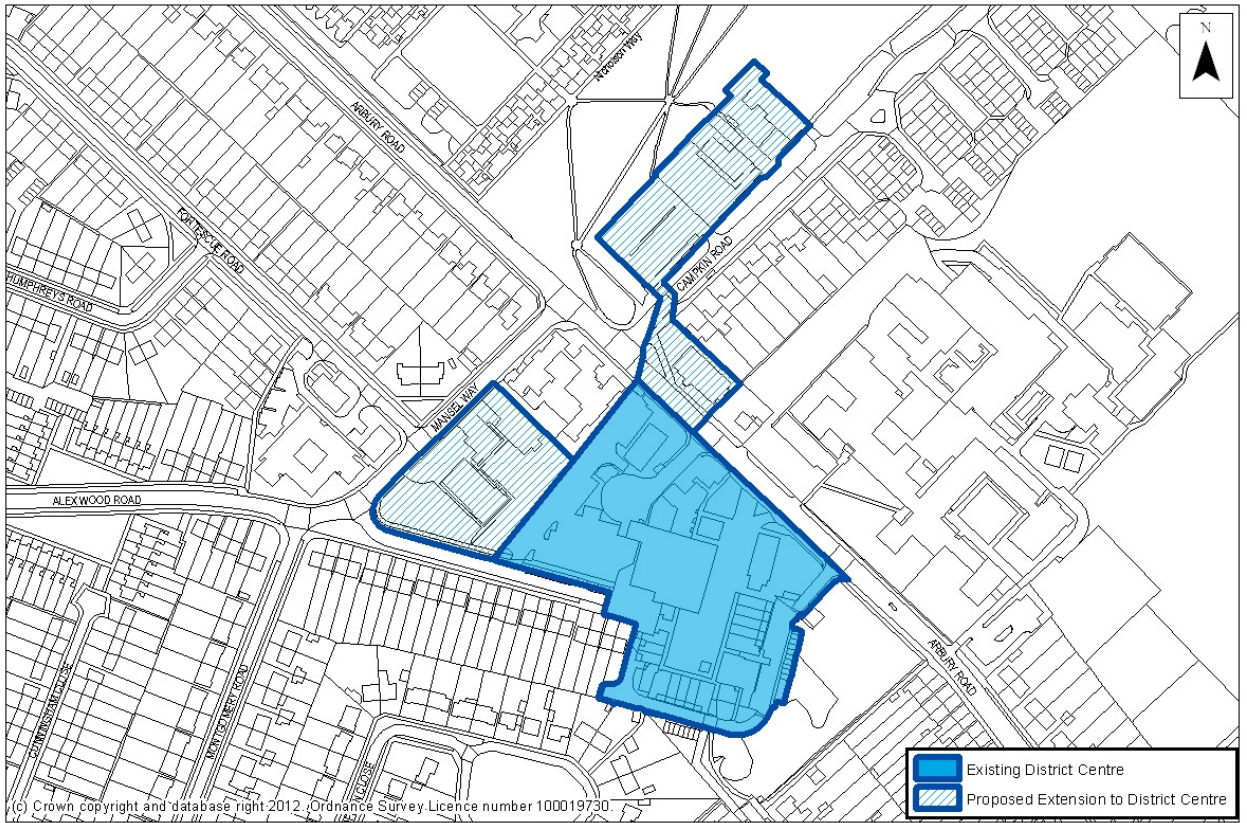
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			House at No. 37 Lawrence Way.
LC8	Cherry Hinton Road West	Coleridge	The Local Centre boundary will be amended to include the veterinary surgery at No. 89a Cherry Hinton Road.
LC9	Chesterton High Street	East Chesterton	The Local Centre boundary will be amended to include the barbers shop at No. 39 High Street.
LC13	Green End Road	East Chesterton	The Local Centre boundary will be amended to include the Chesterton Methodist Church and the Abacus Day Nursery.
LC15	Hills Road	Petersfield/ Trumpington	The Local Centre boundary will be amended to include the corner of Hills Road and Station Road.
LC17	Newnham Road	Newnham	The Local Centre Boundary will be amended to exclude residential properties at ground floor level; include the dental surgery; and take into account the extant planning permission which will include a new retail unit.
LC18	Norfolk Street	Petersfield	The Local Centre boundary will be amended to include units at Nos. 47 to 51 Norfolk Street and Nos. 5 to 17 Norfolk Street.
LC19	Trumpington	Trumpington	The Local Centre boundary will be amended to include the Village Hall, doctor's surgery, the model shop and the Tally Ho public house.
LC20	Victoria Road	Castle	The Local Centre boundary will be amended to include the Carpenters Arms public house.
LC21	Wulfstan Way	Queen Edith's	The Local Centre boundary will be amended to include the Queen Edith Chapel, St. James' Church and the doctor's surgery.
<b>New designation proposed</b>			
LC6	Carlton Way	Arbury	Designation of a new Local Centre on the basis of the number of retail uses and public house co-located on this site.
LC14	Hawthorn Way	West Chesterton	Designation of a new Local Centre on the basis of the number of retail uses co-located on this site.

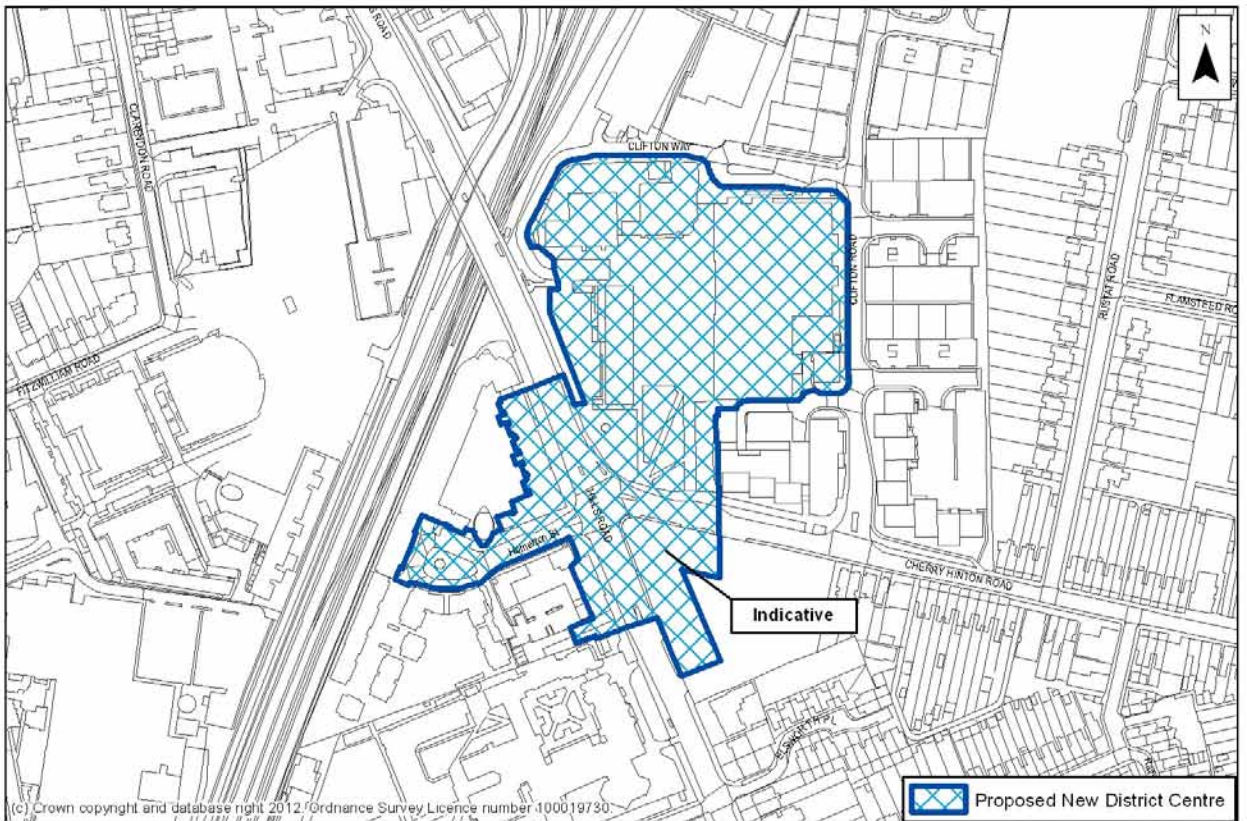
Overview Map of District and Local Centres



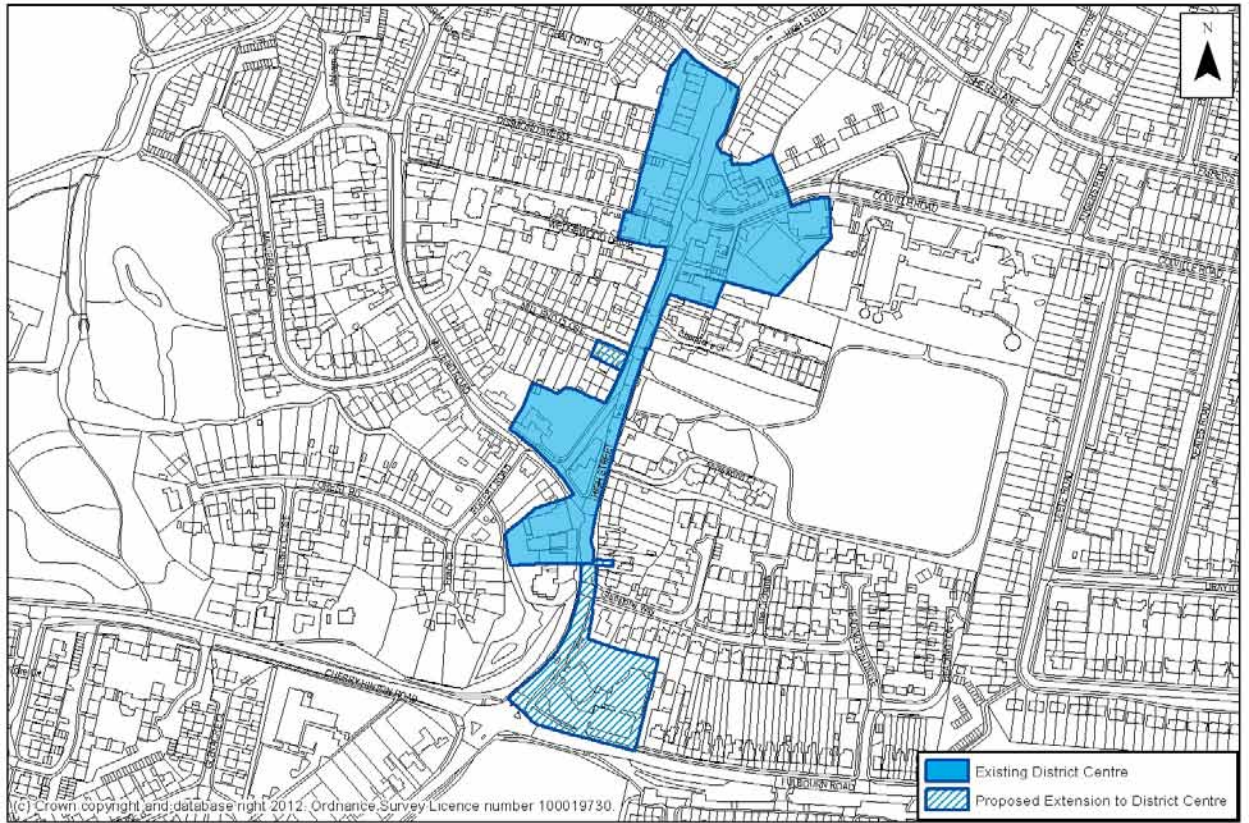
**DC1 Arbury Court**



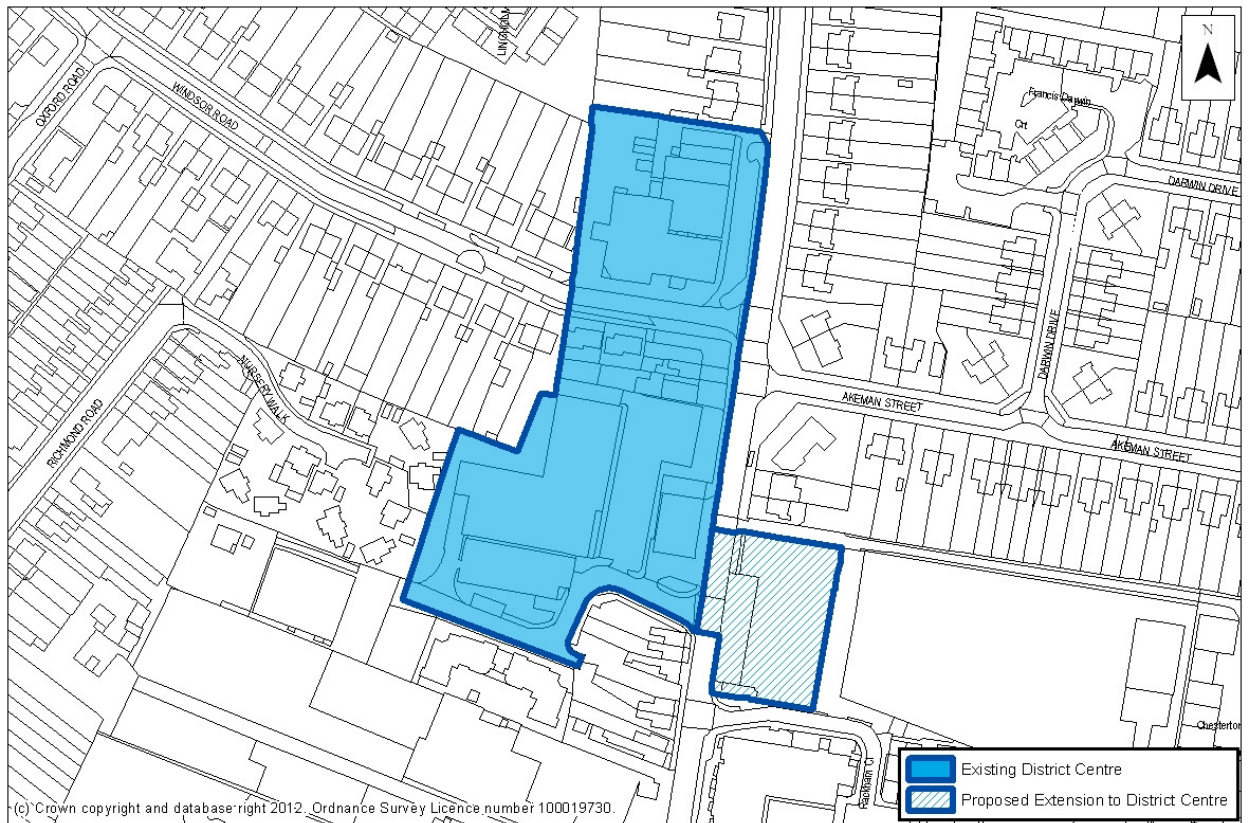
**DC2 Cambridge Leisure Park**



**DC3 Cherry Hinton High Street**



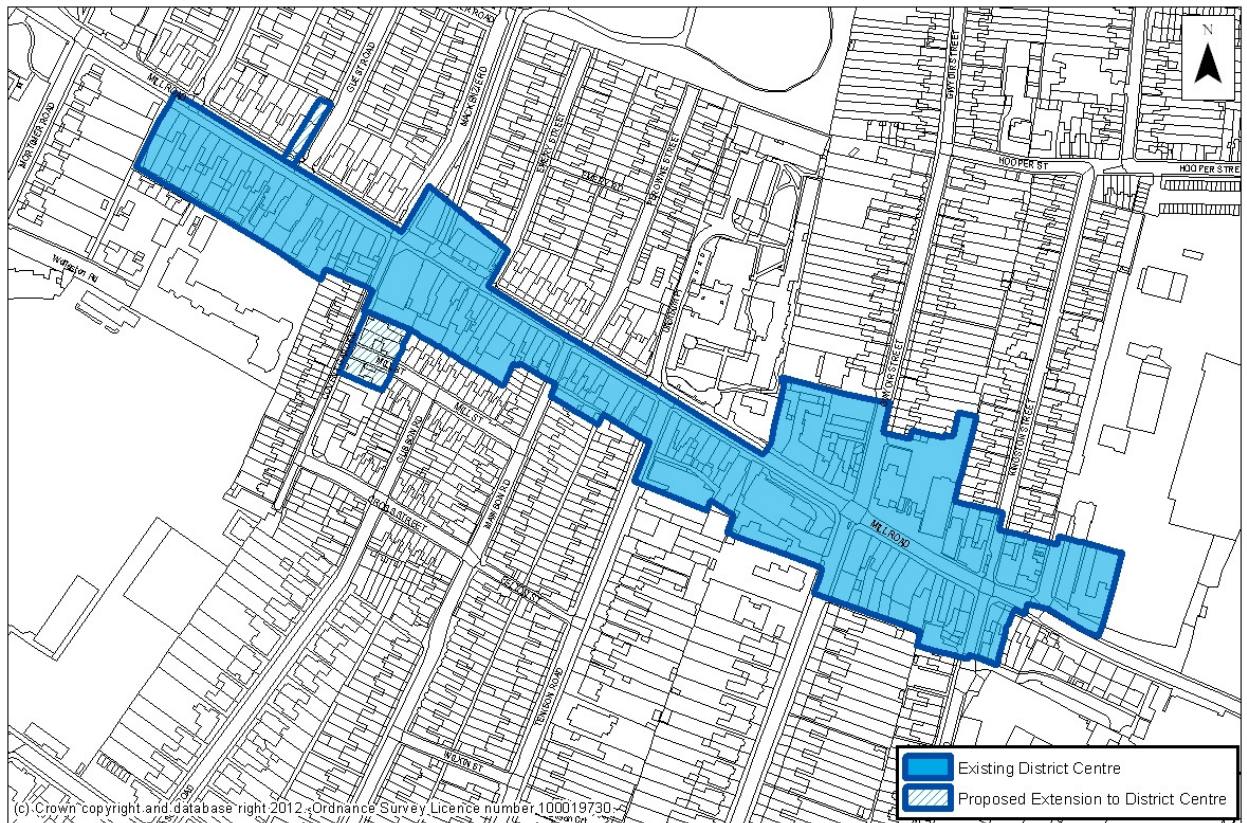
**DC4 Histon Road**



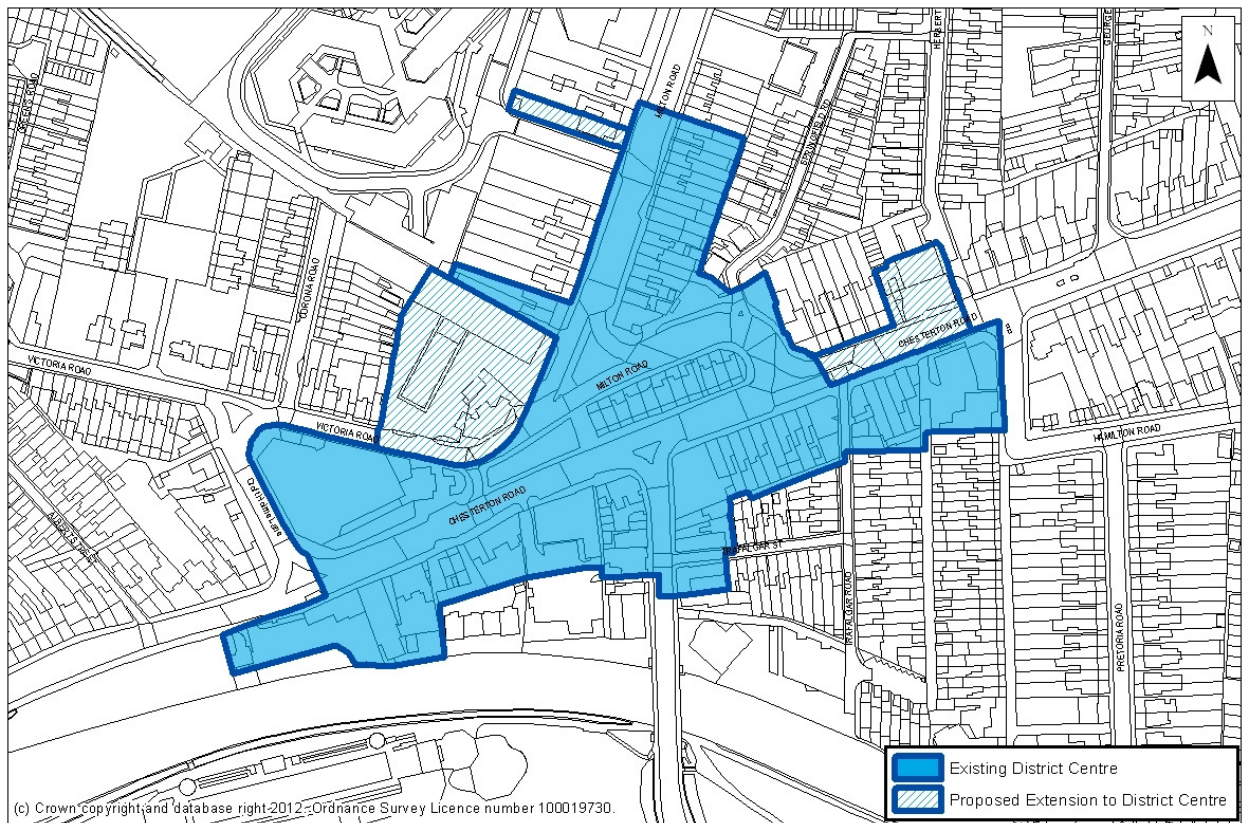
**DC5 Mill Road East**



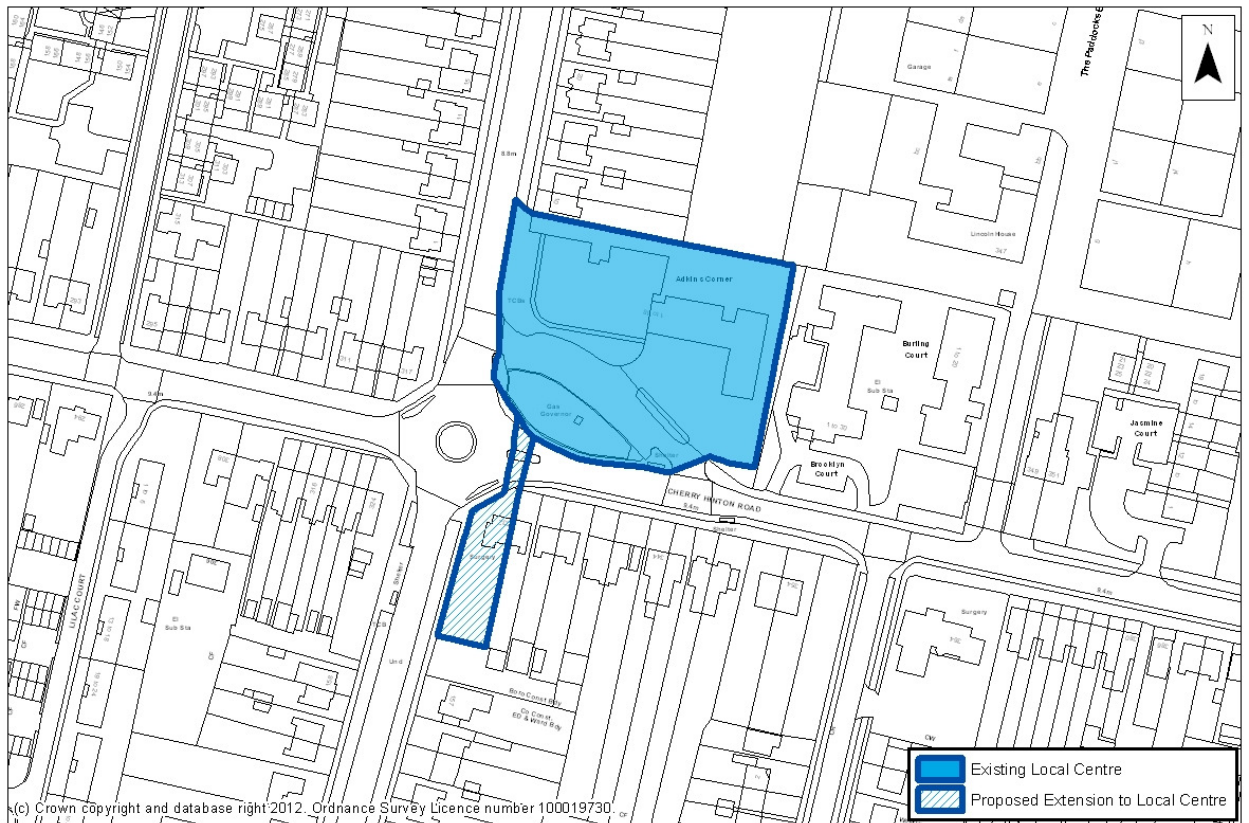
**DC6 Mill Road West**



**DC7 Mitcham’s Corner**

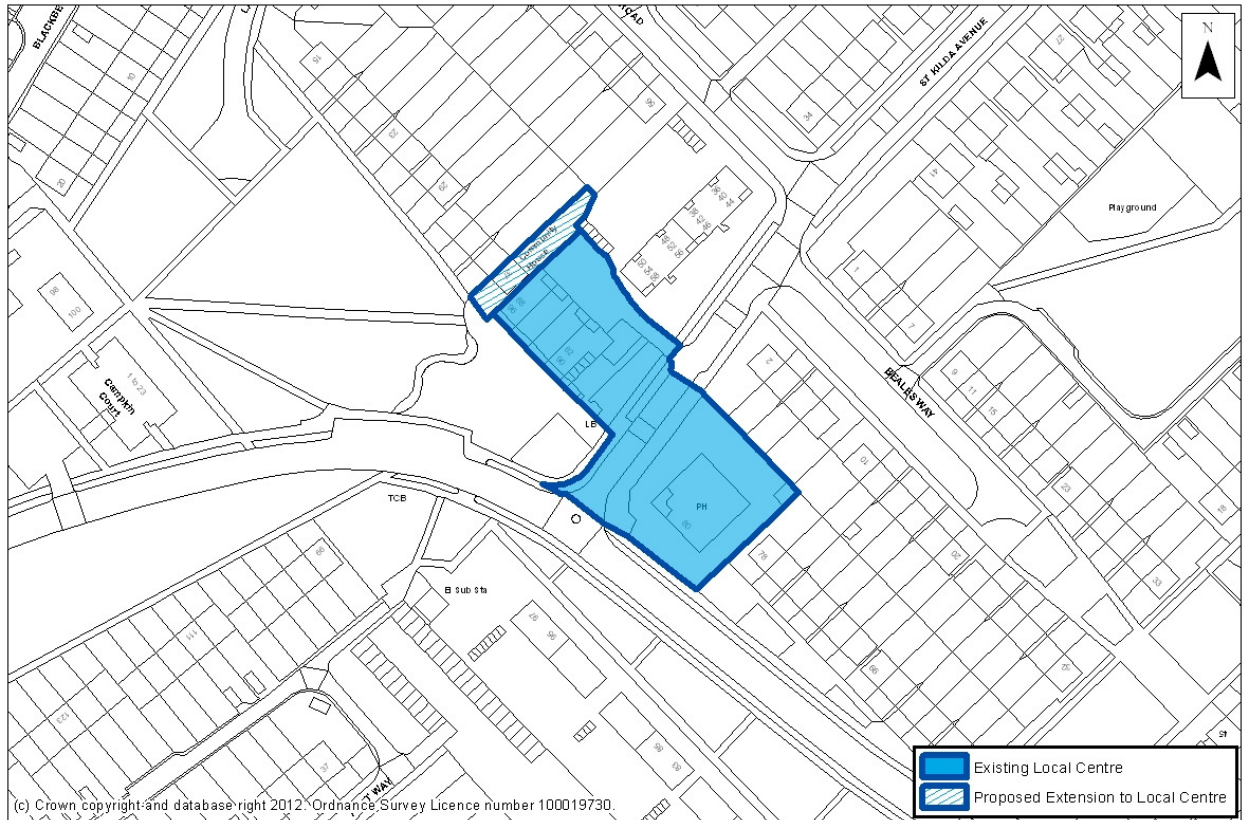


**LC1 Adkins Corner**

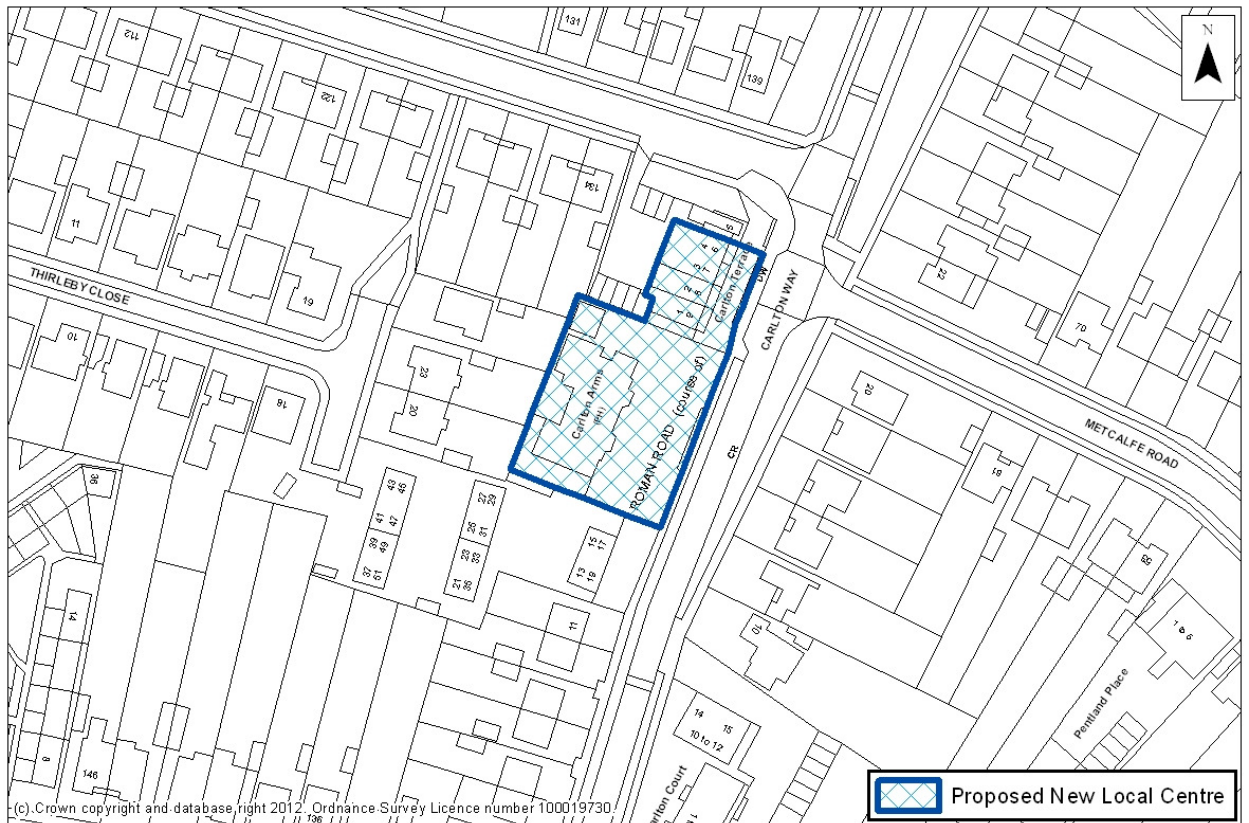




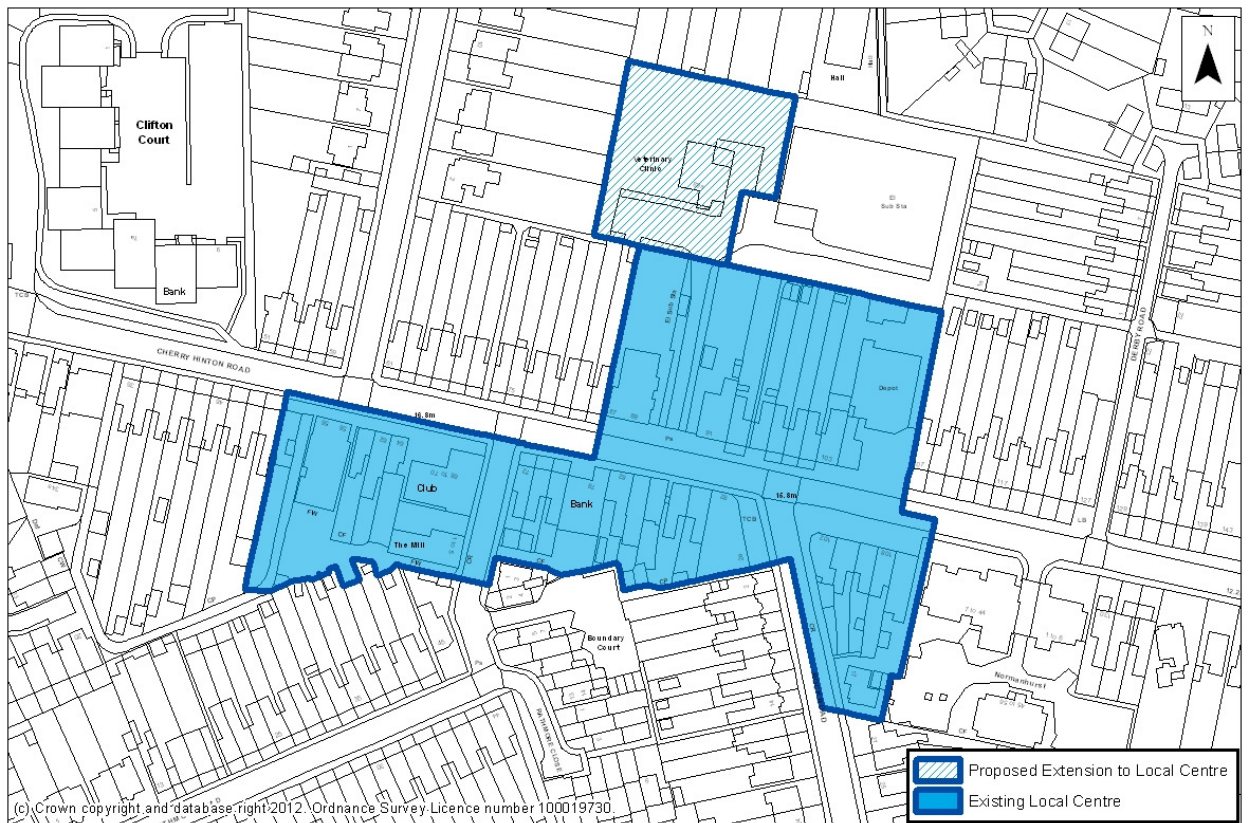
**LC5 Campkin Road**



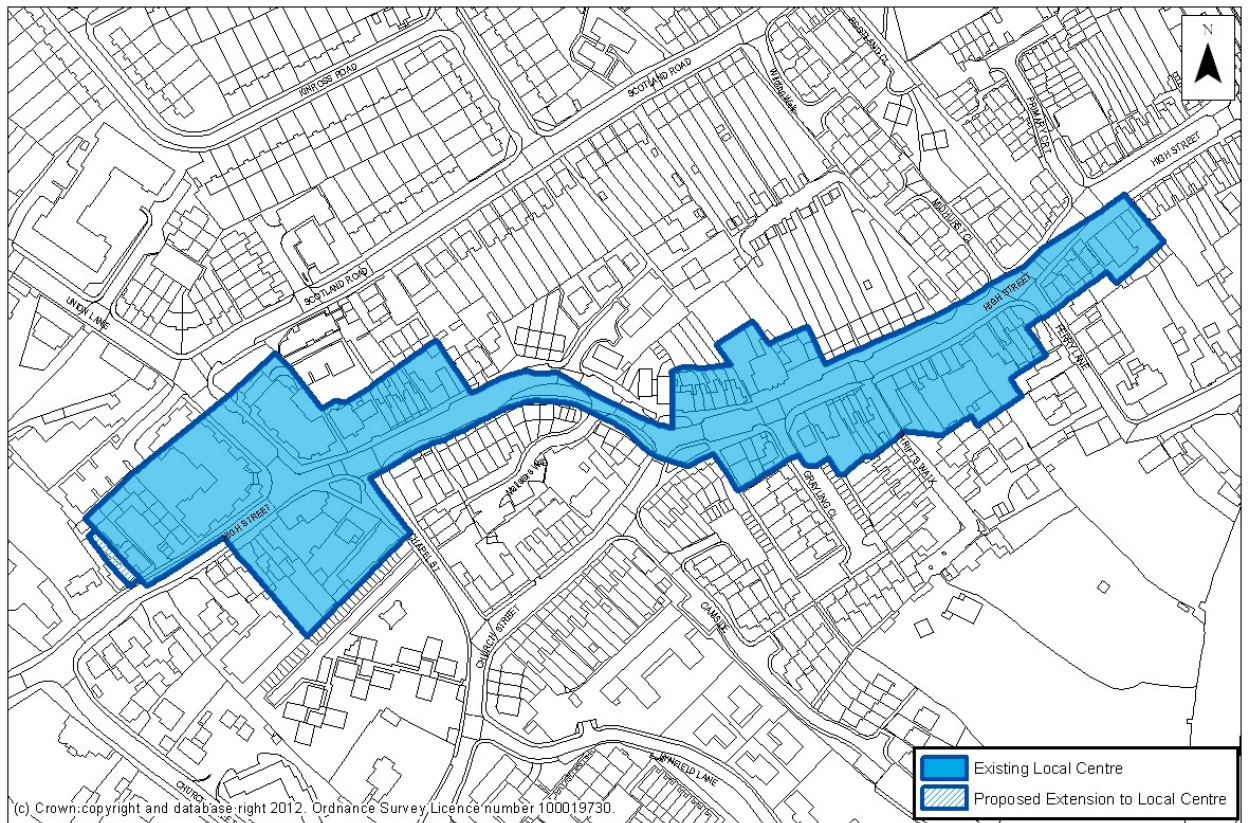
**LC6 Carlton Way**



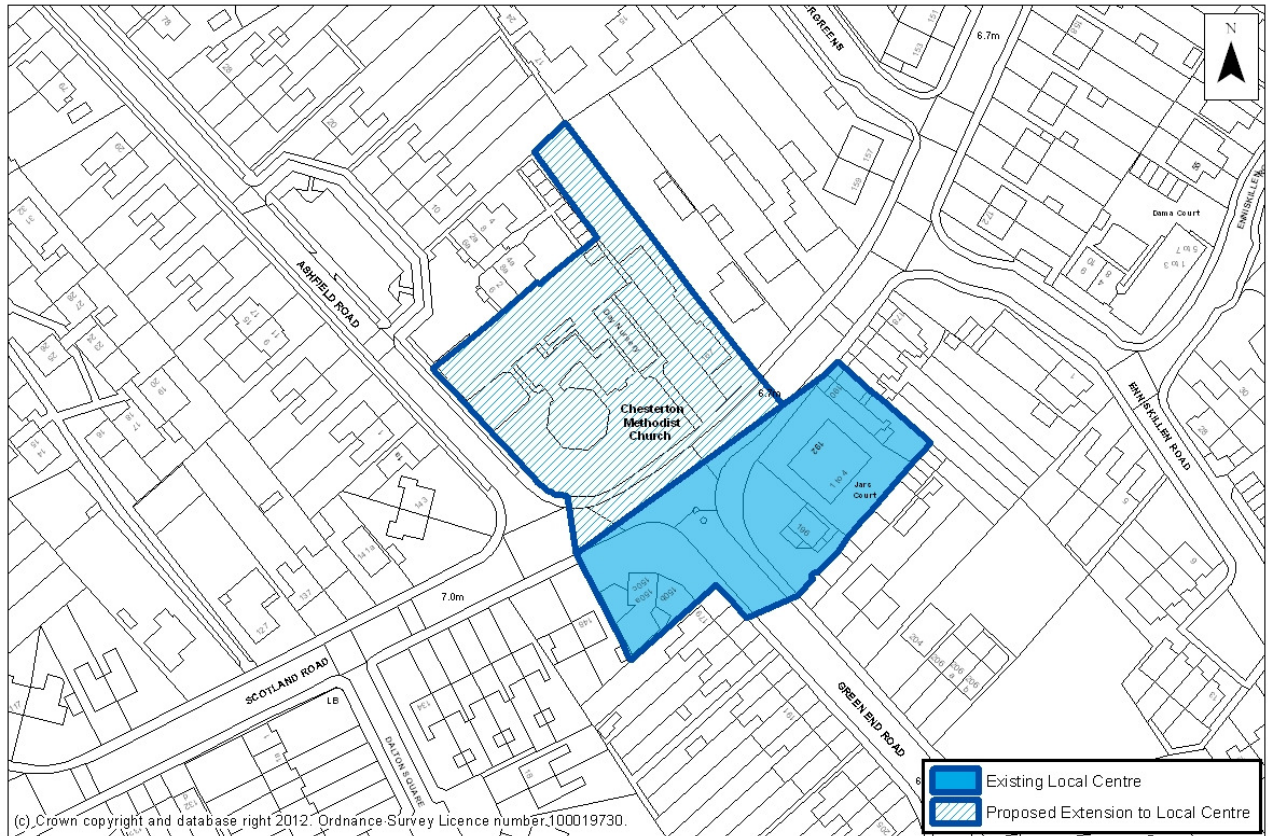
### LC8 Cherry Hinton Road West



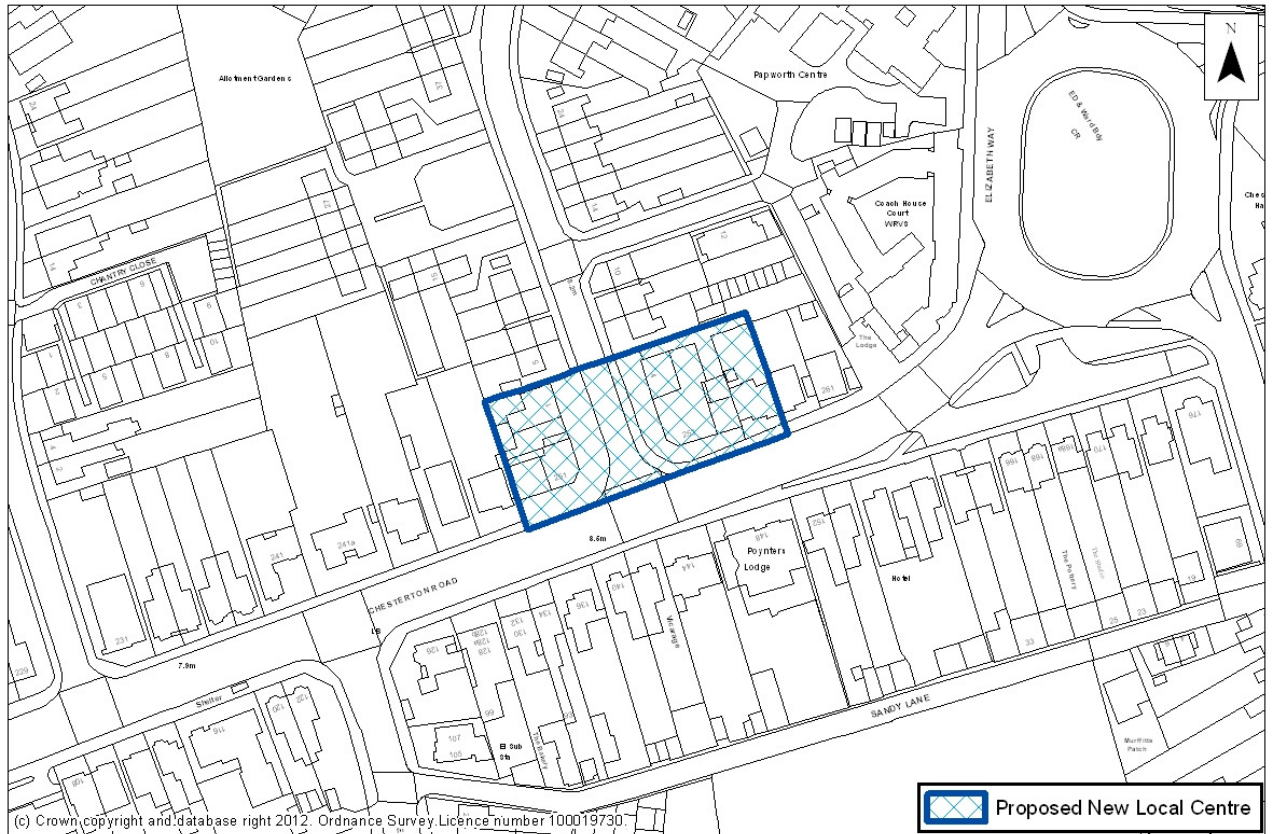
### LC9 Chesterton High Street



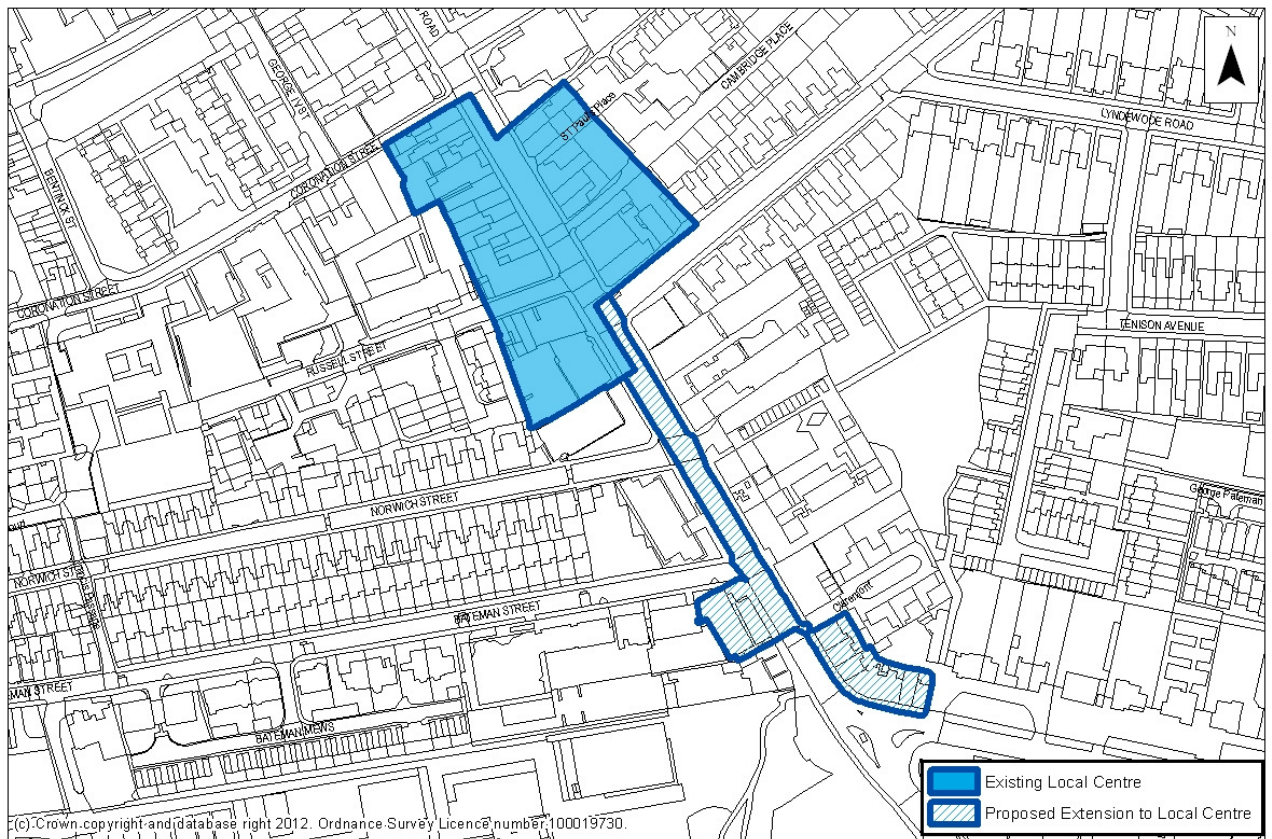
**LC13 Green End Road**



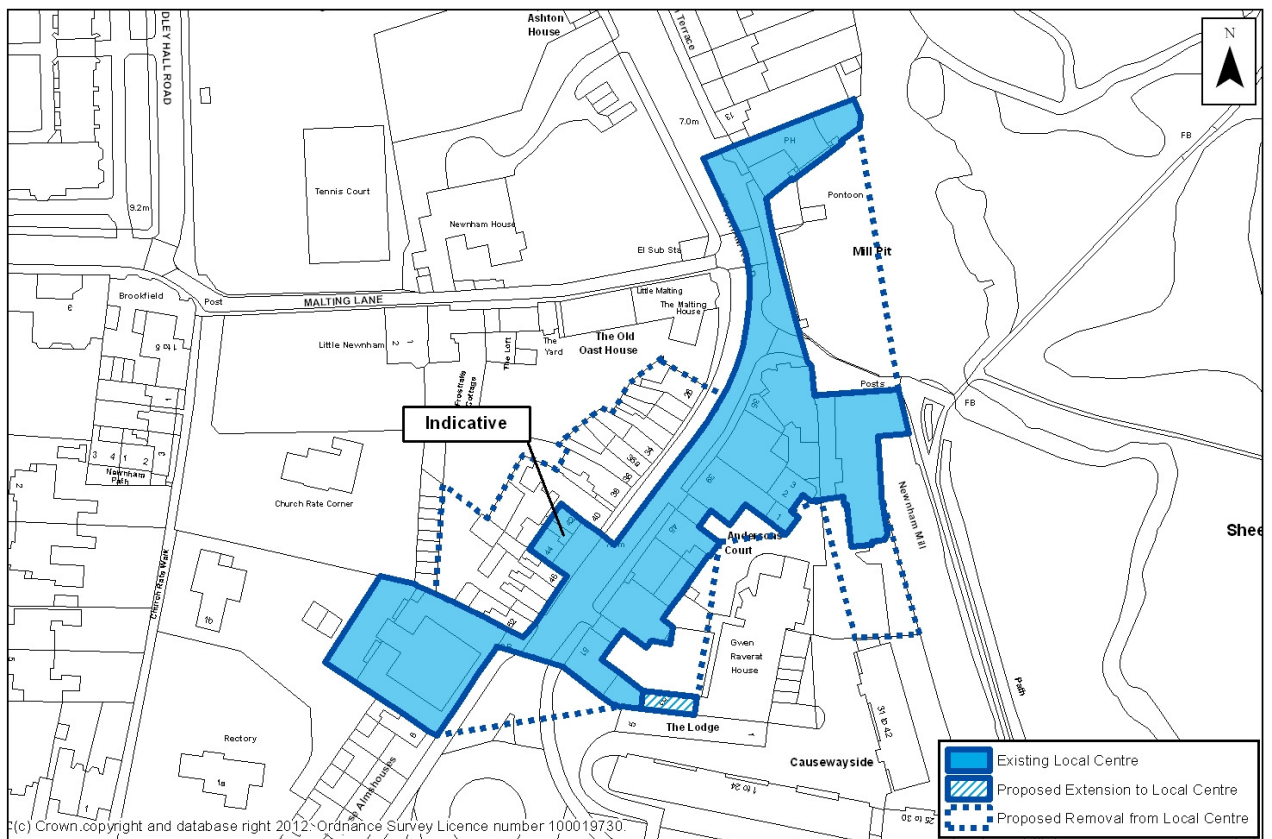
**LC14 Hawthorn Way**



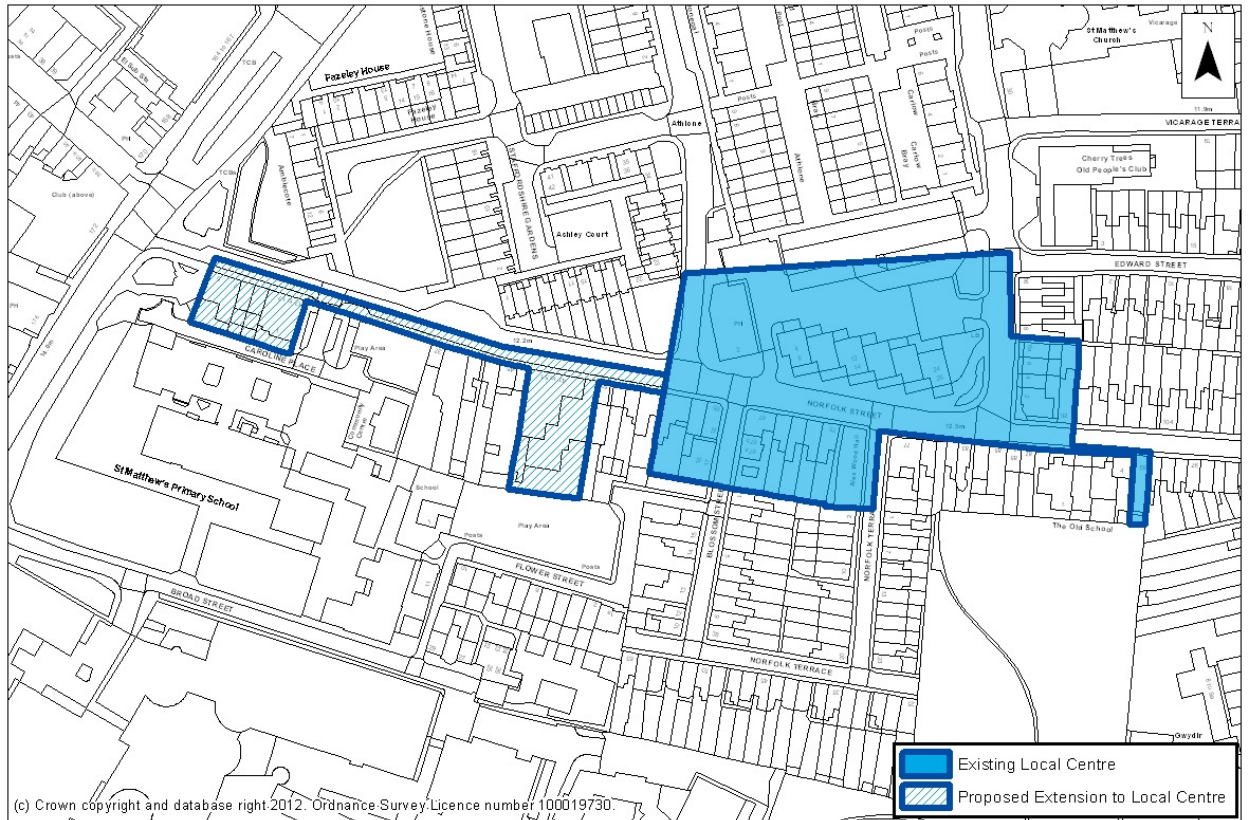
**LC15 Hills Road**



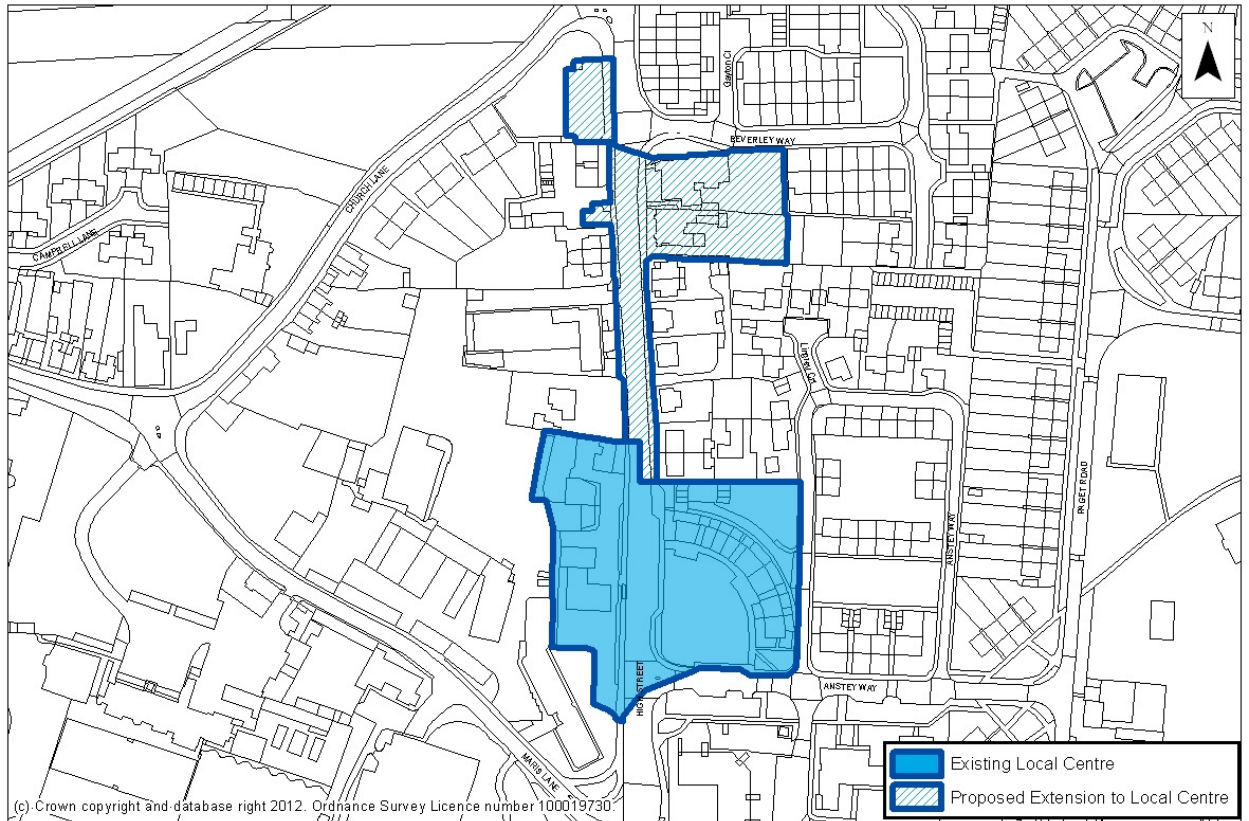
**LC17 Newnham Road**



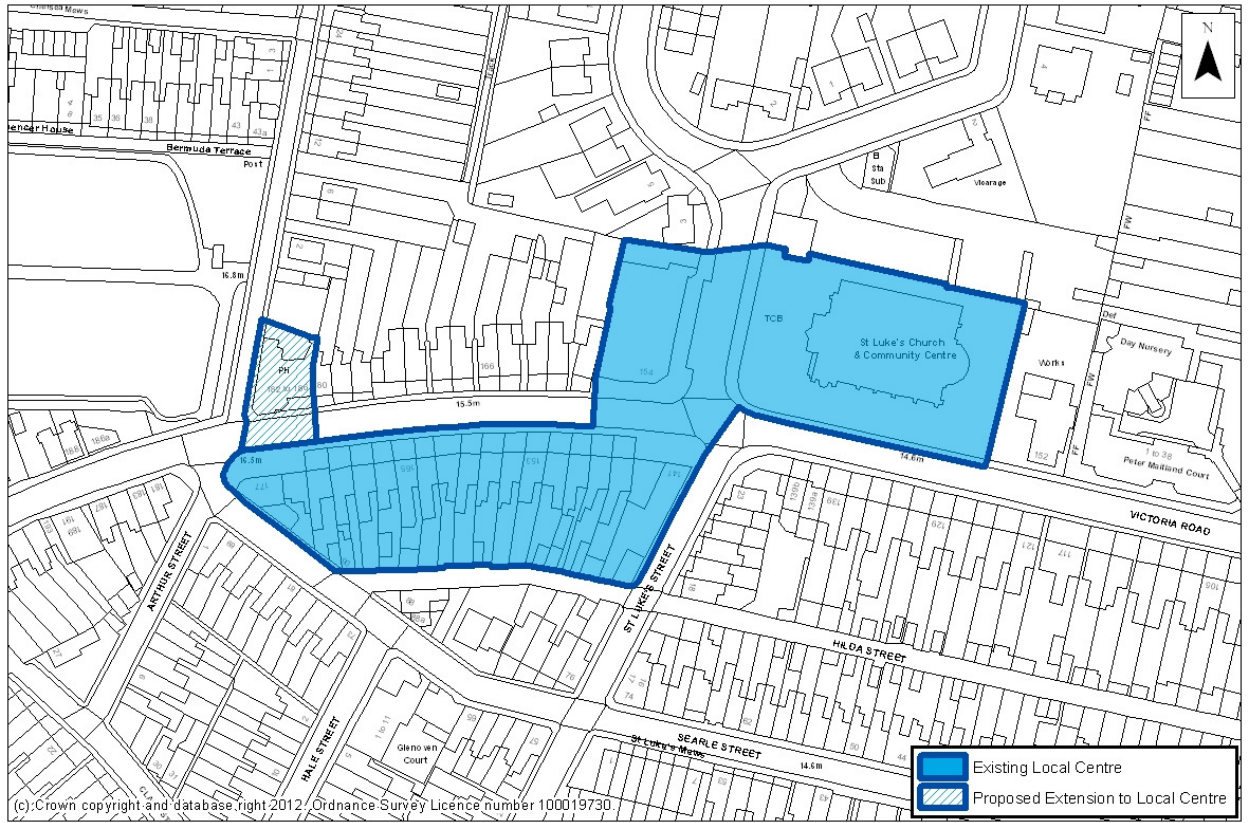
**LC18 Norfolk Street**



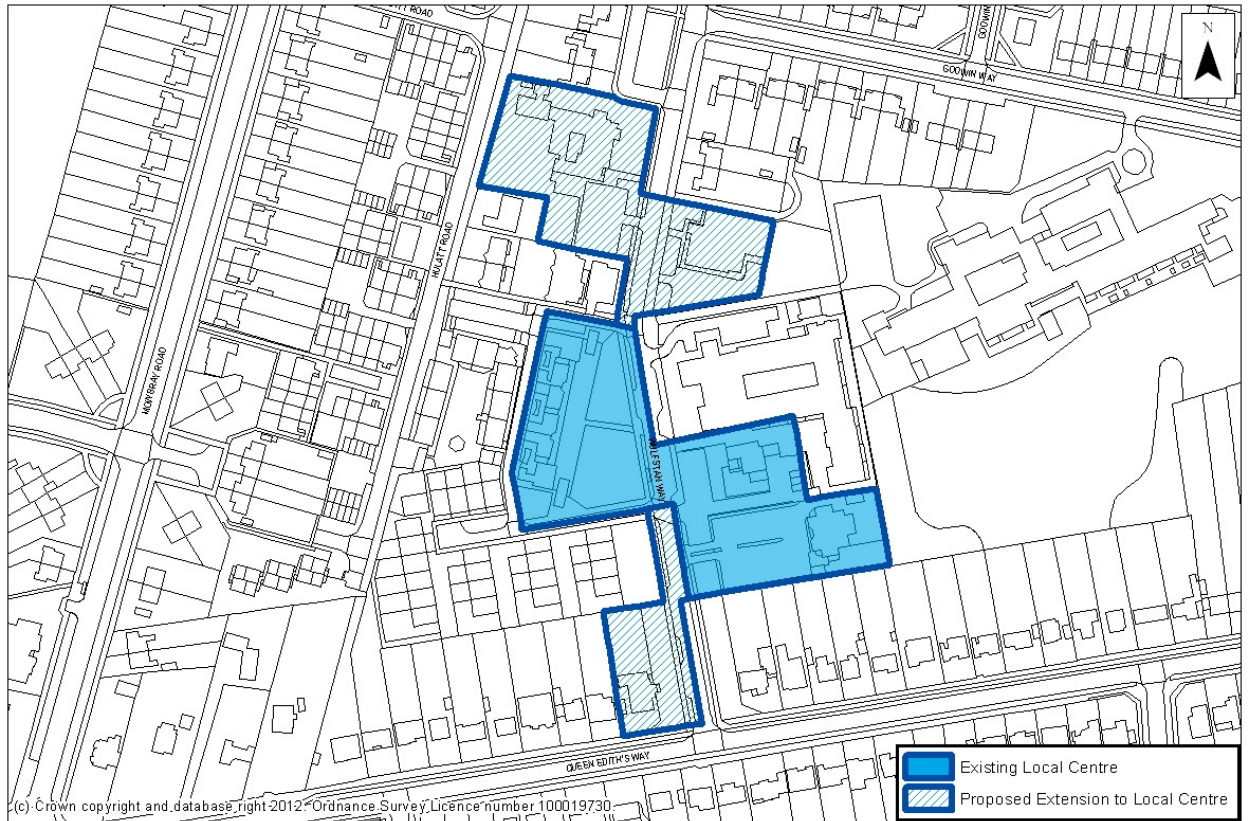
**LC19 Trumpington**



**LC20 Victoria Road**



**LC21 Wulfstan Way**



**ANNEX L3: PROTECTED OPEN SPACES**

The sites listed in this Annex have already been subject to public consultation as a part of the Open Space and Recreation Strategy 2011. Table L3.1 lists all the sites, split into sub-sections on allotments, amenity greenspaces, cemeteries and churchyards, civic spaces, spaces for children and young people, natural and semi-natural green spaces, parks and gardens and outdoor sports facilities. All the sites are mapped by ward, which is indicated in the final column of Table L3.1 to allow cross-referencing.

**Table L3.1: Protected Open Spaces**

Site No.	Site Name	Ward
<b>Allotments (A)</b>		
A01	Auckland Road Allotments	Market
A02	Baldock Way Allotments	Queen Edith's
A03	Burnside Allotments	Coleridge
A04	Dawes Lane Allotments	Cherry Hinton
A05	Elfleda Road Allotments	Abbey
A06	Fairfax Road Allotments	Romsey
A07	Fanshawe Road Allotments	Coleridge
A08	Foster Road Allotments	Trumpington
A09	Empty Common Allotments	Trumpington
A10	Holbrook Road Allotments	Queen Edith's
A11	Wenvoe Close Allotments and Paddock	Cherry Hinton
A12	Vinery Road Allotments	Romsey
A13	New Street Allotments	Abbey
A14	Nuffield Road Allotments	East Chesterton
A15	Pakenham Close Allotments	East Chesterton
A16	Perne Road Allotments	Coleridge
A17	Stourbridge Grove Allotments	Romsey
A18	Bateson Road Allotments	West Chesterton
A21	Maple Close Allotments	East Chesterton
A22	Kendal Way Allotments	East Chesterton
A25	Hawthorn Way Allotments	West Chesterton
A26	Peverel Road Allotments	Abbey
<b>Amenity Green Space (AGS)</b>		
AGS01	Blandford Way Play Area	Arbury
AGS02	Brooks Road Play Area	Romsey
AGS04	Ditton Fields Recreation Ground	Abbey
AGS05	Donkey Common	Petersfield
AGS06	Dudley Road Recreation Ground	Abbey
AGS07	Thorpe Way Play Area	Abbey
AGS08	Green End Road Recreation Ground	East Chesterton
AGS09	Montreal Square	Romsey

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AGS11	Scotland Road Recreation Ground	East Chesterton
AGS12	Peter's Field	Petersfield
AGS13	Nuttings Road Amenity Green Space	Romsey
AGS14	Ravensworth Gardens	Petersfield
AGS15	Brownsfield Recreation Ground	East Chesterton
AGS16	Campkin Road/St. Kilda Avenue	King's Hedges
AGS18	Land at End of Moyne Close	King's Hedges
AGS19	Land West of 43 Ashvale	King's Hedges
AGS20	Minerva Way Amenity Green Space	King's Hedges
AGS21	Walker Court Amenity Green Space	King's Hedges
AGS22	College Fields Amenity Green Spaces	West Chesterton
AGS23	Southacre Amenity Green Space	Trumpington
AGS25	Cripps Court, Selwyn College	Newnham
AGS26	Gonville And Caius (Finella)	Newnham
AGS27	Ferrars Way Amenity Green Space	Arbury
AGS28	Harris Road Amenity Green Space	Arbury
AGS29	Anstey Way Amenity Green Space	Trumpington
AGS30	Northampton Street Amenity Green Space	Castle
AGS31	Davy Road Amenity Green Space	Coleridge
AGS32	Fanshawe Road Amenity Green Space	Coleridge
AGS33	Silverwood Close Amenity Green Space	Abbey
AGS34	Staffordshire Gardens Amenity Green Space	Petersfield
AGS35	Fulbourn Road Amenity Green Space	Cherry Hinton
AGS36	Amenity Green Space Outside 73-87 Peverel Road	Abbey
AGS37	Amenity Green Space Outside 33-47 Peverel Road	Abbey
AGS38	Rawlyn Road Amenity Green Space	Abbey
AGS39	Jack Warren Green Large Amenity Open Space	Abbey
AGS40	Jack Warren Green Small Amenity Green Space	Abbey
AGS41	Queens Meadow Amenity Green Space	Cherry Hinton
AGS42	Brooklands Court Amenity Green Space	Trumpington
AGS44	Mill Road Amenity Green Space	Romsey
AGS45	Harvey Goodwin Gardens	Arbury
AGS46	Redfern Close Amenity Green Space	Arbury
AGS47	Rustat Avenue Amenity Green Space	Coleridge
AGS48	St Matthew's Gardens	Petersfield
AGS49	Mulberry Close Amenity Green Space	West Chesterton
AGS50	The Beeches Amenity Green Space	West Chesterton
AGS51	Victoria Almshouses Allotments and Amenity Green Space	West Chesterton
AGS52	Victoria Park	West Chesterton
AGS53	Fazeley House Amenity Green Space	Petersfield
AGS54	Pearl Close Large Amenity Green Space	East Chesterton
AGS55	Faculty of Education	Queen Edith's
AGS56	Ditton Lane Amenity Green Space	Abbey
AGS57	Accordia Amenity Green Space	Trumpington
AGS58	Sherlock Close Amenity Green Space 2	Castle
AGS59	Sherlock Close Amenity Green Space 1	Castle



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AGS60	Westminster College	Castle
AGS61	Pye Meadow	East Chesterton
AGS62	The Pightle and Principals Lodge	Newnham
AGS63	Fison Road Amenity Green Space	Abbey
AGS64	St Mary's Amenity Green Space	Trumpington
AGS65	Hanson Court Amenity Green Space	King's Hedges
AGS66	Hughes Hall Amenity Green Space	Petersfield
AGS67	Pinehurst	Newnham
AGS68	Borrowdale Amenity Green Space	Arbury
AGS70	Carisbrooke Road Amenity Green Space	Castle
AGS71	Peverel Road Small Amenity Green Space	Abbey
AGS72	Barnwell Road Amenity Green Space	Abbey
AGS73	Wadloes Road Amenity Green Space	Abbey
AGS74	Hampden Gardens	Romsey
AGS75	Whitehill Close Amenity Green Space	Abbey
AGS76	Tiverton Estate Amenity Green Spaces	Coleridge
AGS77	St Thomas's Square Amenity Green Spaces	Coleridge
AGS78	Corrie Road Cut Through	Coleridge
AGS79	Abbey House	Abbey
AGS80	Brother's Place Amenity Green Space	Coleridge
AGS81	Derwent Close Amenity Green Space	Coleridge
AGS82	Greystoke Road Amenity Green Space	Cherry Hinton
AGS83	Kelsey Crescent Amenity Green Space	Cherry Hinton
AGS84	Ditton Fields Amenity Green Space	Abbey
AGS85	Centre for Mathematical Sciences	Newnham
<b>Cemeteries and Churchyards (CEM)</b>		
CEM01	Trumpington Church Extension Churchyard	Trumpington
CEM02	Trumpington Church Cemetery (St Mary & St Michael's Church)	Trumpington
CEM03	Newmarket Road Cemetery	Abbey
CEM04	Church End Cemetery (St Andrew's Church)	Cherry Hinton
CEM05	Histon Road Cemetery	Arbury
CEM06	Mill Road Cemetery	Petersfield
CEM07	St Andrews Church Cemetery	East Chesterton
CEM08	All Souls Lane (Ascension) Cemetery	Castle
CEM09	St Mary the Less Churchyard	Market
CEM10	St Giles' Churchyard	Arbury
CEM11	St Peter's Churchyard	Castle
CEM12	St Luke's Churchyard	Arbury
CEM13	Abbey Church (St Andrew-the-less or Barnwell Priory)	Abbey
<b>Civic Spaces (CIV)</b>		
CIV01	War Memorial Square	Abbey
CIV02	Fisher Square	Market
CIV03	Market Place	Market
CIV04	Cambridge Leisure Park	Coleridge

<b>Spaces for Children and Young People (CYP)</b>		
CYP01	Cameron Road Play Area	King's Hedges
CYP02	Beales Way Play Area	King's Hedges
CYP03	Ramsden Square Play Area	King's Hedges
CYP04	Penarth Place Play Area	Newnham
CYP05	Play Area Behind 70-78 Hazelwood Close	Arbury
CYP06	Ainsworth Street Play Area	Petersfield
CYP07	Ravenworth Gardens Toddler Play Area	Petersfield
CYP08	Flower Street Play Area	Petersfield
CYP09	Shenstone Play area	Petersfield
CYP10	St Thomas' Road Play Area	Coleridge
CYP11	Gunhild Way Play Area	Queen Edith's
CYP12	Peverel Road Play Area	Abbey
CYP13	Reilly Way Play Area	Cherry Hinton
CYP14	Velos Walk Play Area	Abbey
CYP15	Albion Yard Children's Play Area	Castle
CYP16	Arbury Local Centre Play Area	King's Hedges
CYP17	Bateson Road Play Area	West Chesterton
CYP18	Hazelwood Close Toddler Play Area	Arbury
CYP19	Pearl Close Toddler Play Area	East Chesterton
CYP20	Hawkins Road Children's Play Area	King's Hedges
CYP21	St Matthew's Primary School	Petersfield
CYP22	Chestnut Grove Recreation Ground	West Chesterton
CYP23	Ainsdale Children's Play Area	Cherry Hinton
CYP24	Holbrook Road Children's Play Space	Queen Edith's
CYP25	Discovery Way Children's Play Space	East Chesterton
CYP26	Castle School Playground	West Chesterton
CYP27	Kathleen Elliot Way Children's Play Space	Cherry Hinton
CYP28	River Lane Play Area	Abbey
<b>Natural and Semi-natural Green Spaces (NAT)</b>		
NAT01	Bramblefields Local Nature Reserve	East Chesterton
NAT02	Byron's Pool Local Nature Reserve	Trumpington
NAT03	Limekiln Close Local Nature Reserve	Cherry Hinton
NAT04	Logans Meadow Local Nature Reserve	East Chesterton
NAT05	Paradise Nature Reserve	Newnham
NAT06	Sheeps Green & Coe Fen	Newnham
NAT07	Stourbridge Common	Abbey
NAT08	Barnwell Pit (Lake)	Abbey
NAT09	Barnwell Junction Pasture and Disused Railway	Abbey
NAT10	Ditton Meadows	Abbey
NAT11	Spinney - Blue Circle	Coleridge
NAT12	Wetland Area (Perse School Playing Fields)	Trumpington
NAT13	Lynfield Lane	East Chesterton
NAT14	West Pit SSSI (Limekiln Caravan Club)	Cherry Hinton
NAT15	East Pit (South of Limekiln Close LNR)	Cherry Hinton

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NAT16	Limekiln Hill Reservoirs	Cherry Hinton
NAT17	Madingley Rise Meadow	Castle
NAT18	Barton Road Lake	Newnham
NAT19	Meadow Triangle near Wilberforce Road and Cycle Way	Newnham
NAT20	Conduit Head Road Lake	Castle
NAT22	Adams Road Sanctuary (Lake)	Newnham
NAT23	M11 Verge and Scrub East of M11	Newnham
NAT24	Traveller's Rest Pit (SSSI)	Castle
NAT25	Netherhall Farm Meadow	Queen Edith's
NAT26	Meadow & Small Wood (Peterhouse) - South of Hayster Drive	Cherry Hinton
NAT28	Lakes Adjacent to Cherry Hinton Brook	Coleridge
NAT29	Emmanuel College Gardens	Market
NAT30	Barnwell East Local Nature Reserve	Abbey
NAT31	Barnwell West Local Nature Reserve	Abbey
NAT32	Hayster Drive Open Space	Cherry Hinton
NAT33	Empty Common (Copses and Pastures)	Trumpington
NAT34	Brookside	Trumpington
NAT35	The Grove	Newnham
NAT36	Giant's Grave	Cherry Hinton
NAT37	Former Landfill Site West of Norman Way	Cherry Hinton
NAT38	Former Landfill Site East of Norman Way	Cherry Hinton
NAT39	River Cam Residential Gardens	East Chesterton
NAT40	Disused Railway Line North of Ronald Rolph Court	Abbey
NAT41	Cobbetts Corner	Newnham
<b>Parks and Gardens (P&amp;G)</b>		
P&G01	Alexandra Gardens	Arbury
P&G02	Arbury Town Park	King's Hedges
P&G03	Cherry Hinton Hall	Cherry Hinton
P&G04	Cherry Hinton Recreation Ground	Cherry Hinton
P&G05	Chesterton Recreation Ground	East Chesterton
P&G06	Christ's Pieces	Market
P&G07	Coleridge Recreation Ground	Coleridge
P&G08	Histon Road Recreation Ground	Castle
P&G09	Jesus Green	Market
P&G10	King's Hedges Recreation Ground	King's Hedges
P&G11	Lammas Land	Newnham
P&G12	Midsummer Common	Market
P&G13	New Square	Market
P&G14	Nightingale Avenue Recreation Ground	Queen Edith's
P&G15	Nun's Way Recreation Ground	King's Hedges
P&G16	Parker's Piece	Market
P&G17	Bell School of Language	Queen Edith's
P&G18	Romsey Recreation Ground	Romsey
P&G19	St. Albans Road Recreation Ground	Arbury
P&G20	St. Matthew's Piece	Petersfield

CAMBRIDGE LOCAL PLAN TOWARDS 2031 – ISSUES AND OPTIONS 2, PART 2

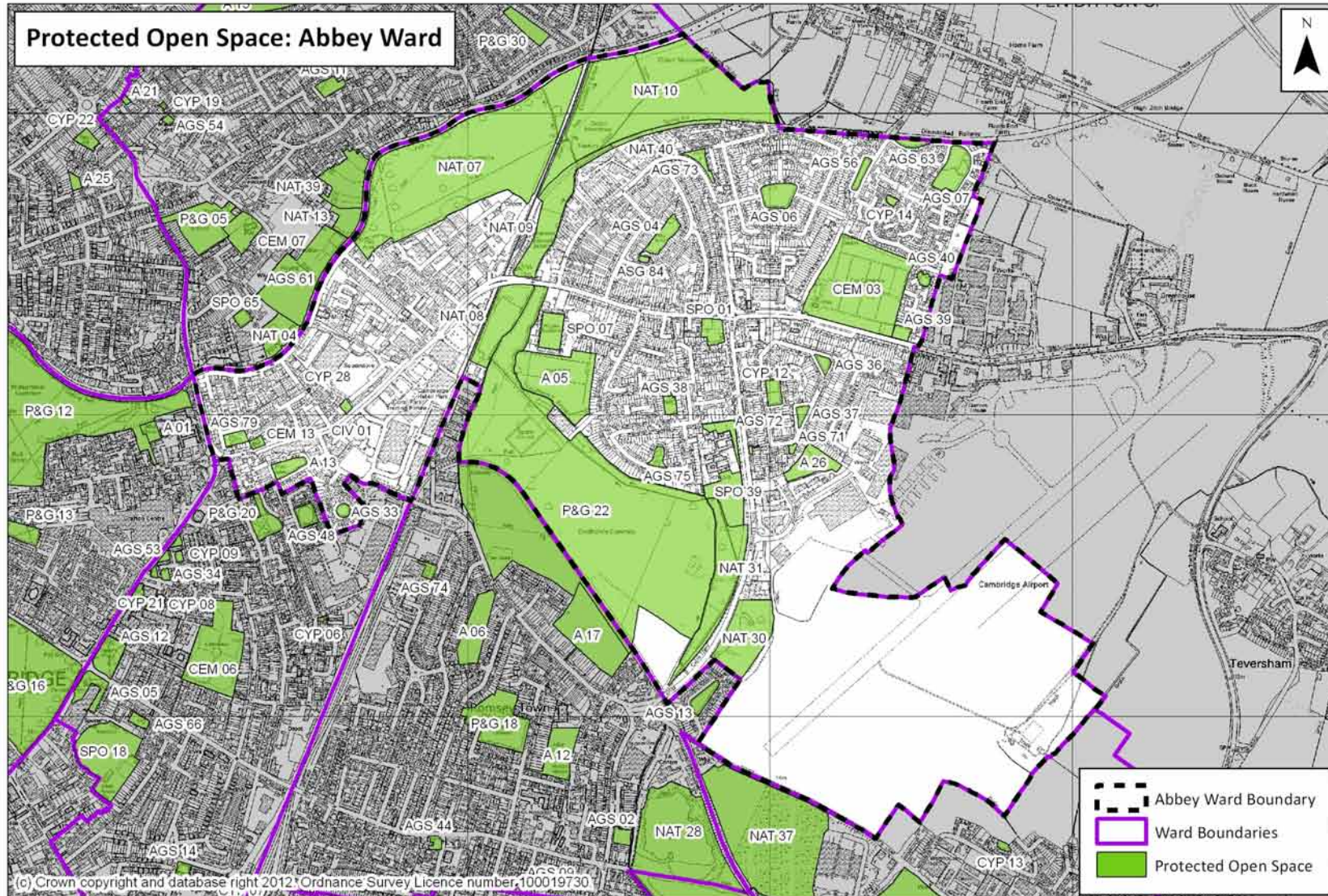
P&G21	Trumpington Recreation Ground (King George V Memorial Playing Field)	Trumpington
P&G22	Coldhams Common	Abbey
P&G23	St John's College Gardens	Castle
P&G24	Cambridge University Observatory	Castle
P&G25	Edgecombe Flats Green	King's Hedges
P&G26	Church End Green Space	Cherry Hinton
P&G27	Cambridge University Botanic Garden	Trumpington
P&G28	Jubilee Gardens	Arbury
P&G29	Magdalene College Grounds	Castle
P&G30	Causeway Park	East Chesterton
P&G31	Queens' College	Newnham
P&G32	Trinity College Gardens	Castle
P&G33	Christ's College Gardens	Market
P&G34	Peterhouse Gardens	Market
P&G35	King's College	Newnham
P&G36	Pembroke College Gardens	Market
P&G37	Ridley Hall Grounds	Newnham
P&G38	Gonville and Caius Fellows Garden	Newnham
P&G39	Selwyn College Gardens	Newnham
P&G40	Newnham College Gardens	Newnham
P&G41	Wychfield	Castle
P&G42	Lucy Cavendish College	Castle
P&G43	Fitzwilliam College Gardens	Castle
P&G44	Murray Edwards College Gardens	Castle
P&G45	Castle Mound	Castle
P&G46	Homerton College Grounds	Queen Edith's
P&G47	St Edmund's College Gardens	Castle
P&G48	Trinity Hall Gardens	Castle
P&G49	Gonville and Caius College Gardens	Castle
P&G50	Clare College Gardens	Newnham
P&G51	Anstey Hall	Trumpington
P&G52	Sidney Sussex College Gardens	Market
P&G53	Robinson College Gardens	Newnham
P&G54	Trinity College Fellows Garden	Castle
P&G55	Trinity College - Burrell's Field	Castle
P&G56	Corpus Christi	Market
P&G57	Clare Hall Scholars Garden	Newnham
<b>Outdoor Sports Facilities (SPO)</b>		
SPO01	Barnwell Road Recreation Ground	Abbey
SPO02	Cambridge City Football Club	West Chesterton
SPO03	Cambridge Football Stadium	Trumpington
SPO04	Arbury County Primary School	West Chesterton
SPO05	Cambridge Rugby Football Club	Newnham
SPO06	Cambridge Tennis & Hockey Club	Newnham
SPO07	Cambridge United FC	Abbey

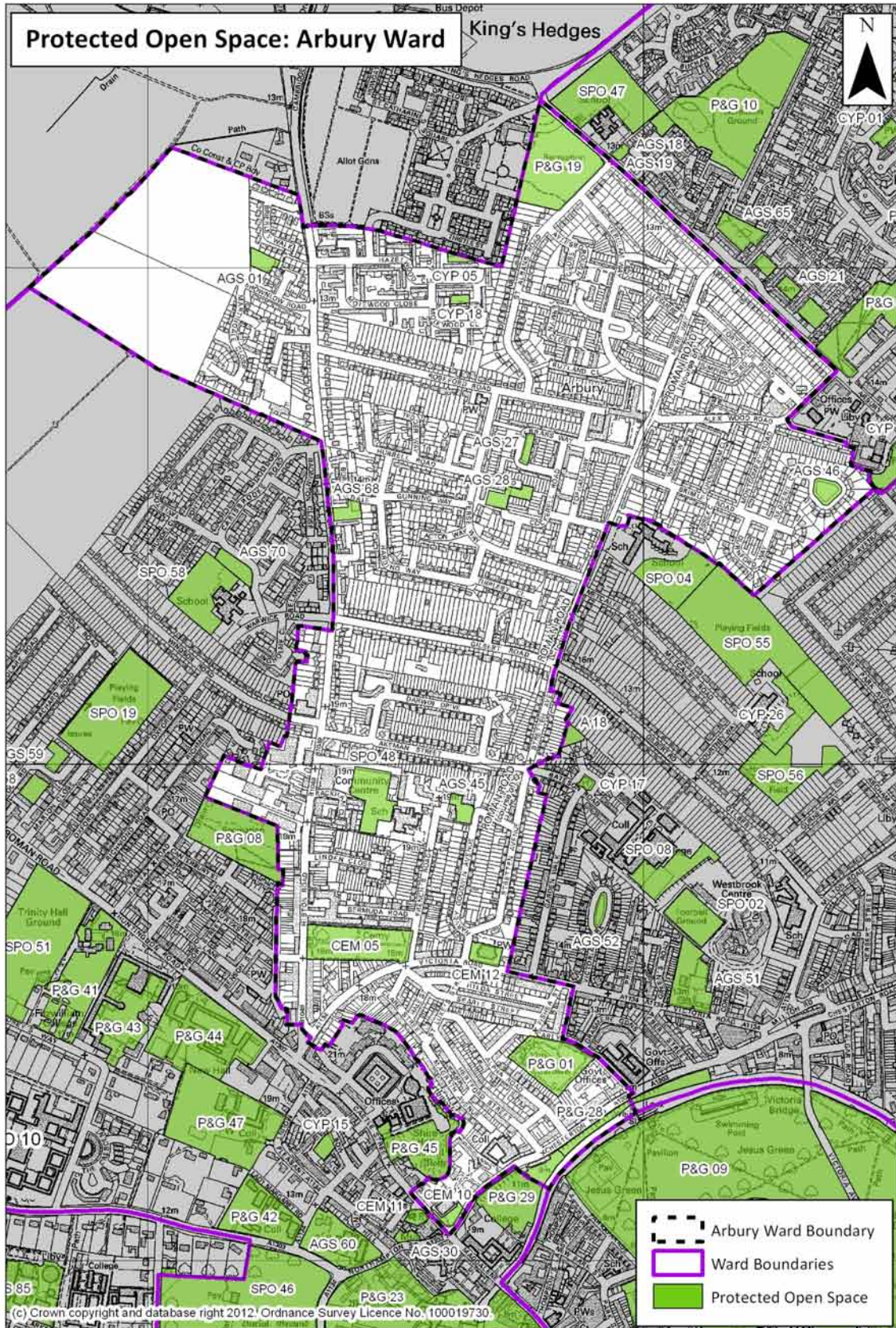
CAMBRIDGE LOCAL PLAN TOWARDS 2031 – ISSUES AND OPTIONS 2, PART 2

SPO08	Chesterton Community College	West Chesterton
SPO10	Churchill College Grounds	Castle
SPO11	Clare College Playing Fields	Trumpington
SPO12	Coleridge Community College Playing Fields	Coleridge
SPO13	Colville County Primary School	Cherry Hinton
SPO14	Corpus Christi Playing Fields	Newnham
SPO15	Cambridge University Press Playing Fields	Trumpington
SPO16	Emmanuel College Playing Field	Newnham
SPO17	Fawcett Primary School	Trumpington
SPO18	Fenners Cricket Ground	Petersfield
SPO19	Fitzwilliam College Playing Fields	Castle
SPO20	Gonville and Caius College Playing Fields	Newnham
SPO21	Grove Primary School	King's Hedges
SPO22	Hills Road Sport Centre (Tennis Courts)	Queen Edith's
SPO24	Jesus College	Market
SPO25	King's Hedges County Primary School	King's Hedges
SPO26	Kings College School	Newnham
SPO27	Leys School Playing Field	Trumpington
SPO28	Leys and St Faiths Schools Playing Field	Trumpington
SPO29	Long Road Sixth Form College	Queen Edith's
SPO30	Manor Community College Playing Fields	King's Hedges
SPO31	Netherhall School (South)	Queen Edith's
SPO32	Queen Emma Primary School	Queen Edith's
SPO33	Newnham College Playing Field	Newnham
SPO34	Newnham Croft Primary School	Newnham
SPO35	Pembroke, Peterhouse, Downing, St. Catherine's and Christ's Colleges	Newnham
SPO36	Perse Preparatory School (Peterhouse College)	Trumpington
SPO37	Perse School For Boys Playing Field	Queen Edith's
SPO38	Perse School For Girls Playing Field	Trumpington
SPO39	Abbey Meadows Primary School	Abbey
SPO40	Queen Edith Primary School	Queen Edith's
SPO41	University Croquet & Tennis Club (Cocks & Hens Lawn Tennis Club)	Newnham
SPO42	Spinney County Primary School	Cherry Hinton
SPO43	St. Andrews Primary School	East Chesterton
SPO44	St Bede's School	Coleridge
SPO45	St Faith's Playing Field	Trumpington
SPO46	St John's and Magdalene Colleges Playing Field	Castle
SPO47	St Lawrence Catholic Primary School	King's Hedges
SPO48	St Luke's Primary School	Arbury
SPO49	St Mary's School Playing Field	Trumpington
SPO50	Trinity College Playing Field	Newnham
SPO51	Trinity Hall Ground	Castle
SPO52	University Athletics Track	Newnham
SPO53	University Rugby Club	Newnham

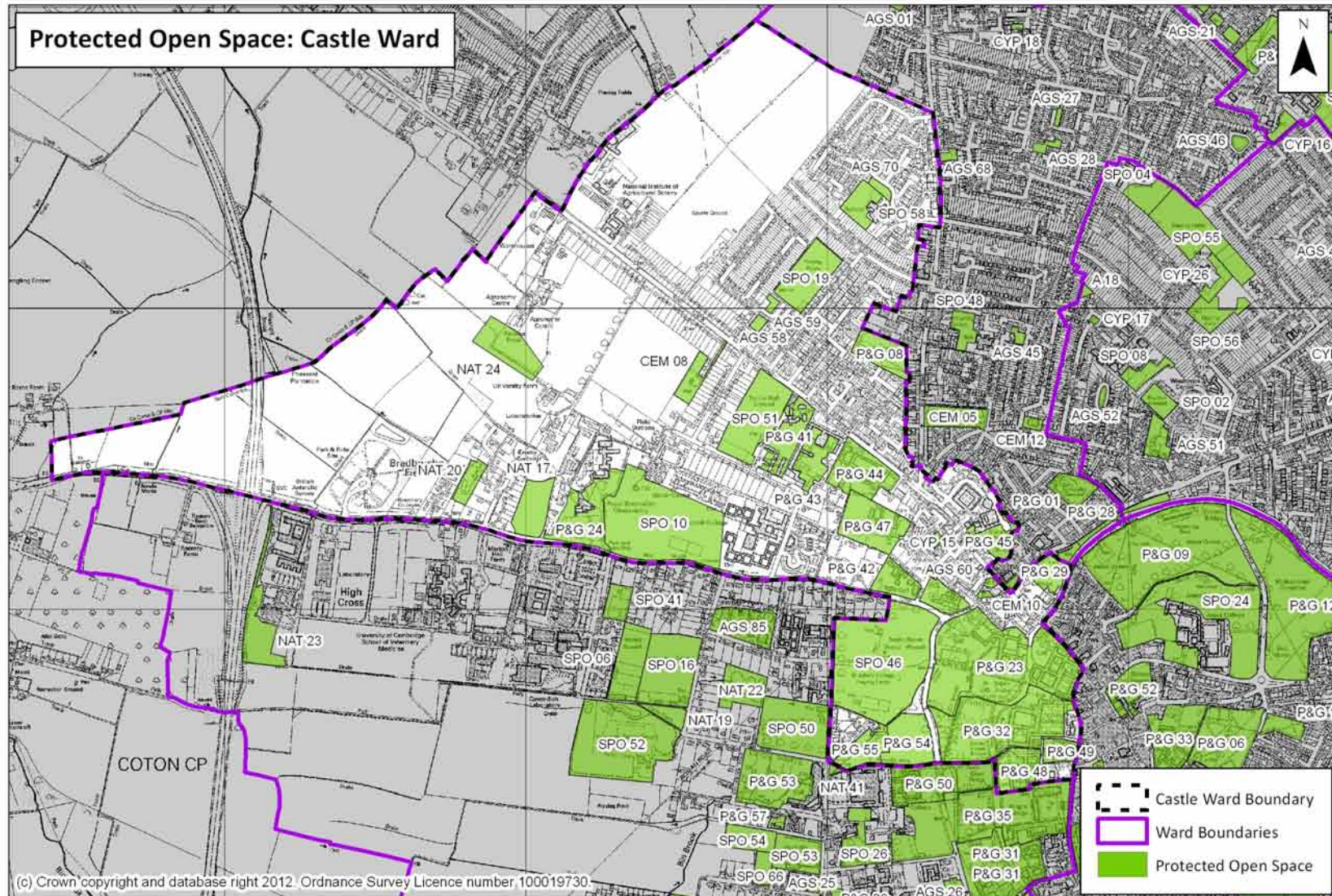
CAMBRIDGE LOCAL PLAN TOWARDS 2031 – ISSUES AND OPTIONS 2, PART 2

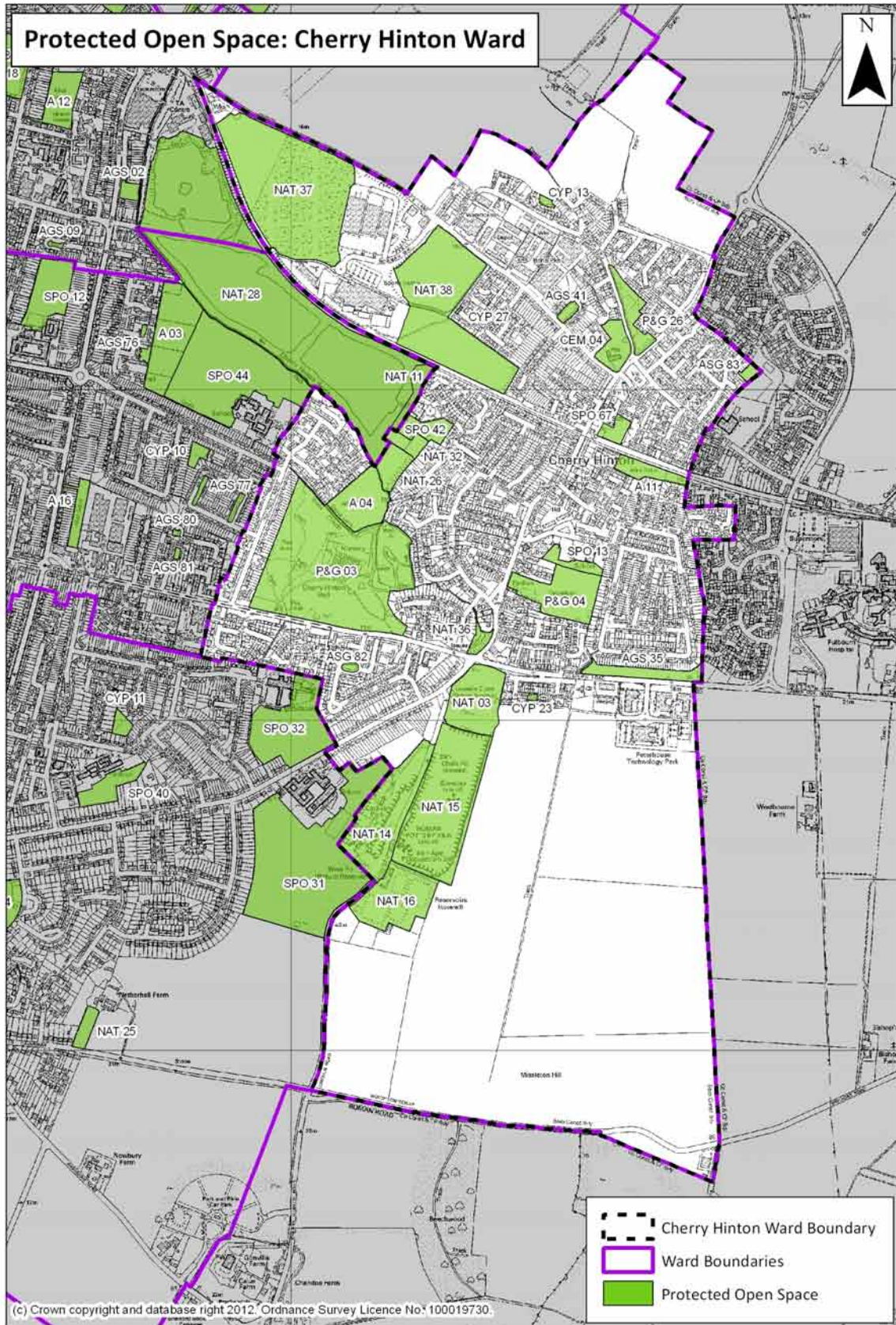
SPO54	University Rugby Club Practice Ground	Newnham
SPO55	Chesterton Community College Playing Field	West Chesterton
SPO56	Milton Road Primary School	West Chesterton
SPO58	Mayfield Primary School	Castle
SPO59	Cantabrigian Rugby Football Grounds	Queen Edith's
SPO60	Cambridge Lakes Golf Course	Trumpington
SPO61	Cambridge and County Bowling Club	Trumpington
SPO62	Perse Preparatory School	Trumpington
SPO63	Downing College	Market
SPO65	Chesterton Bowls Club	East Chesterton
SPO66	Trinity College Hockey Field	Newnham
SPO67	Cherry Hinton Infants School	Cherry Hinton

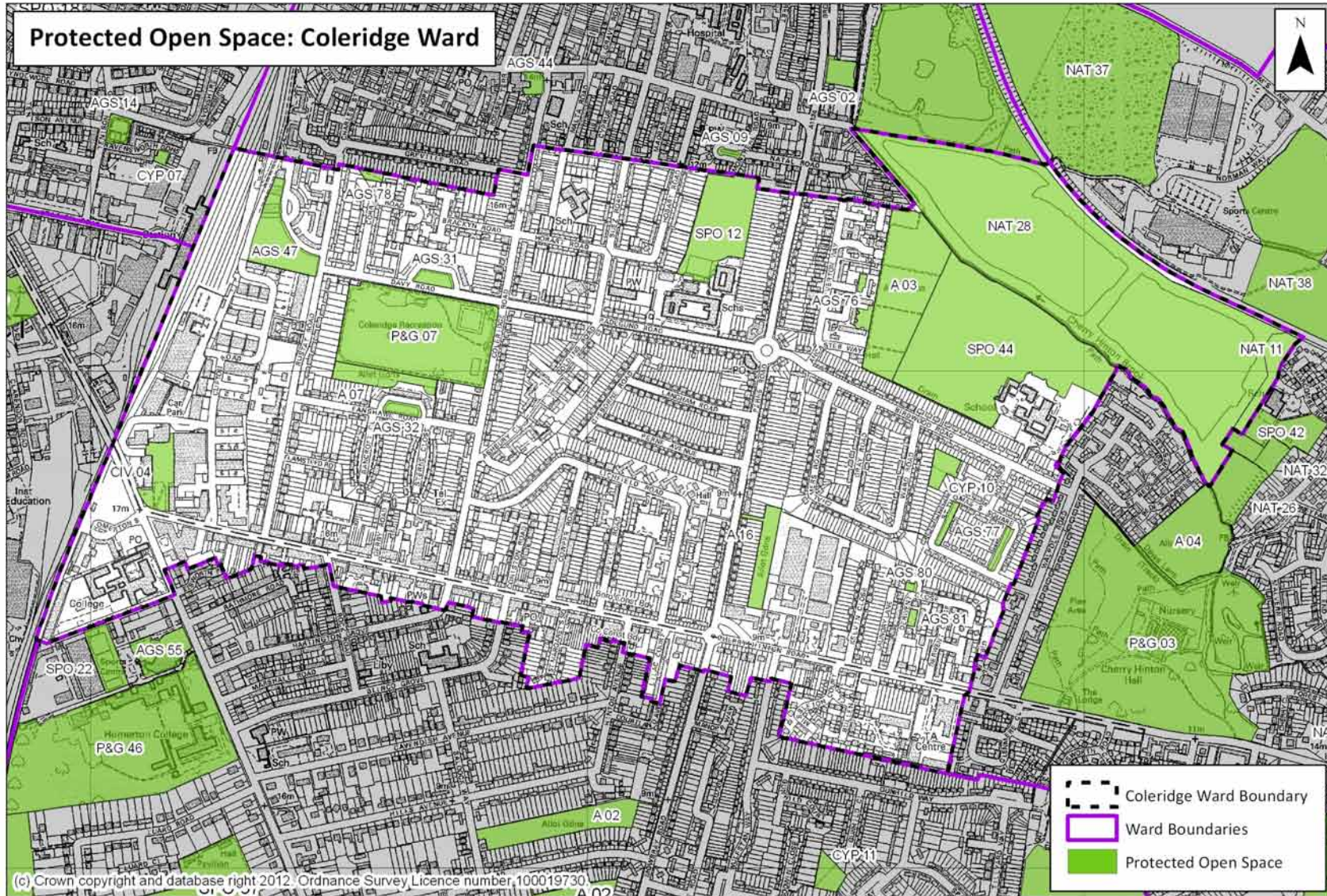


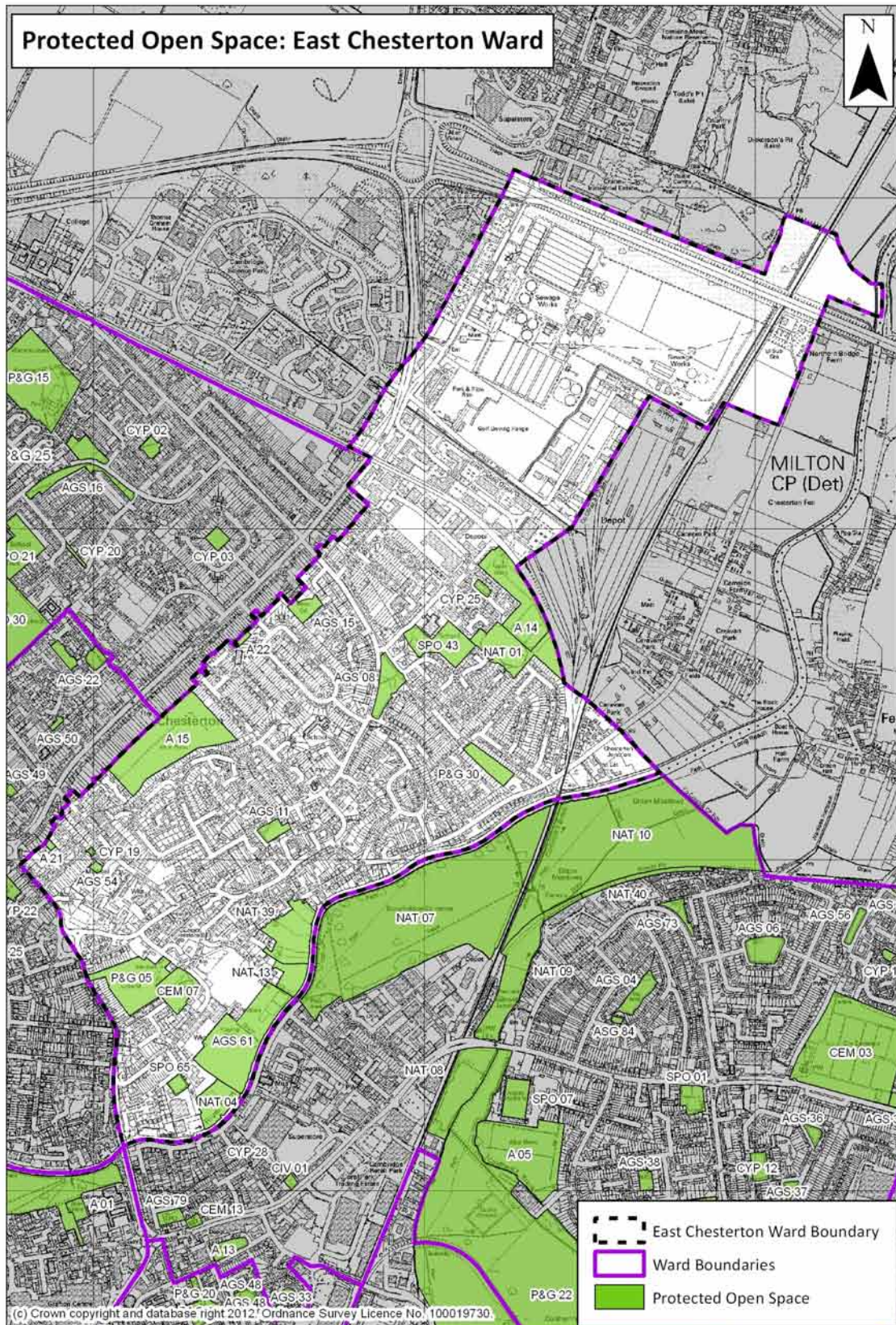


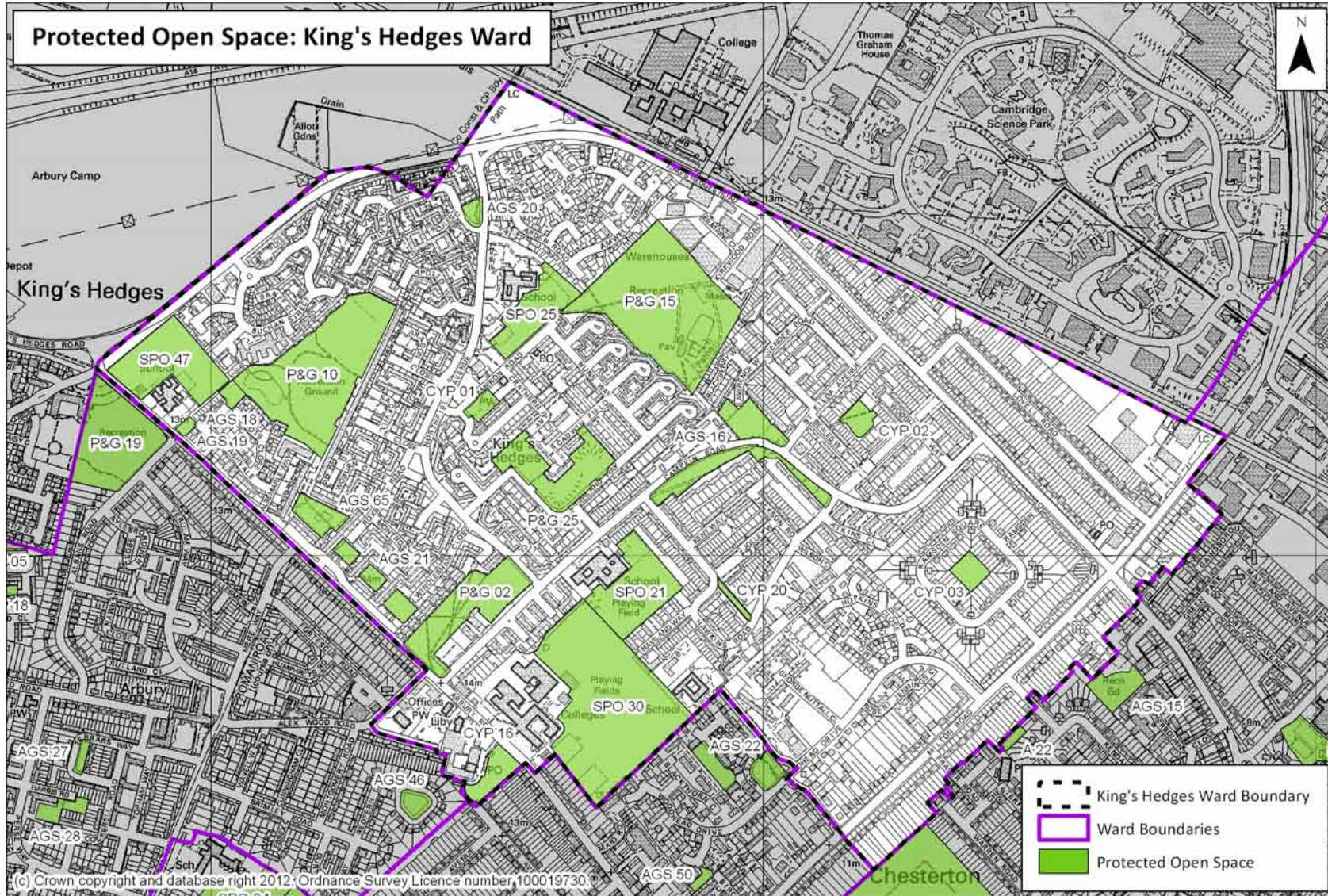


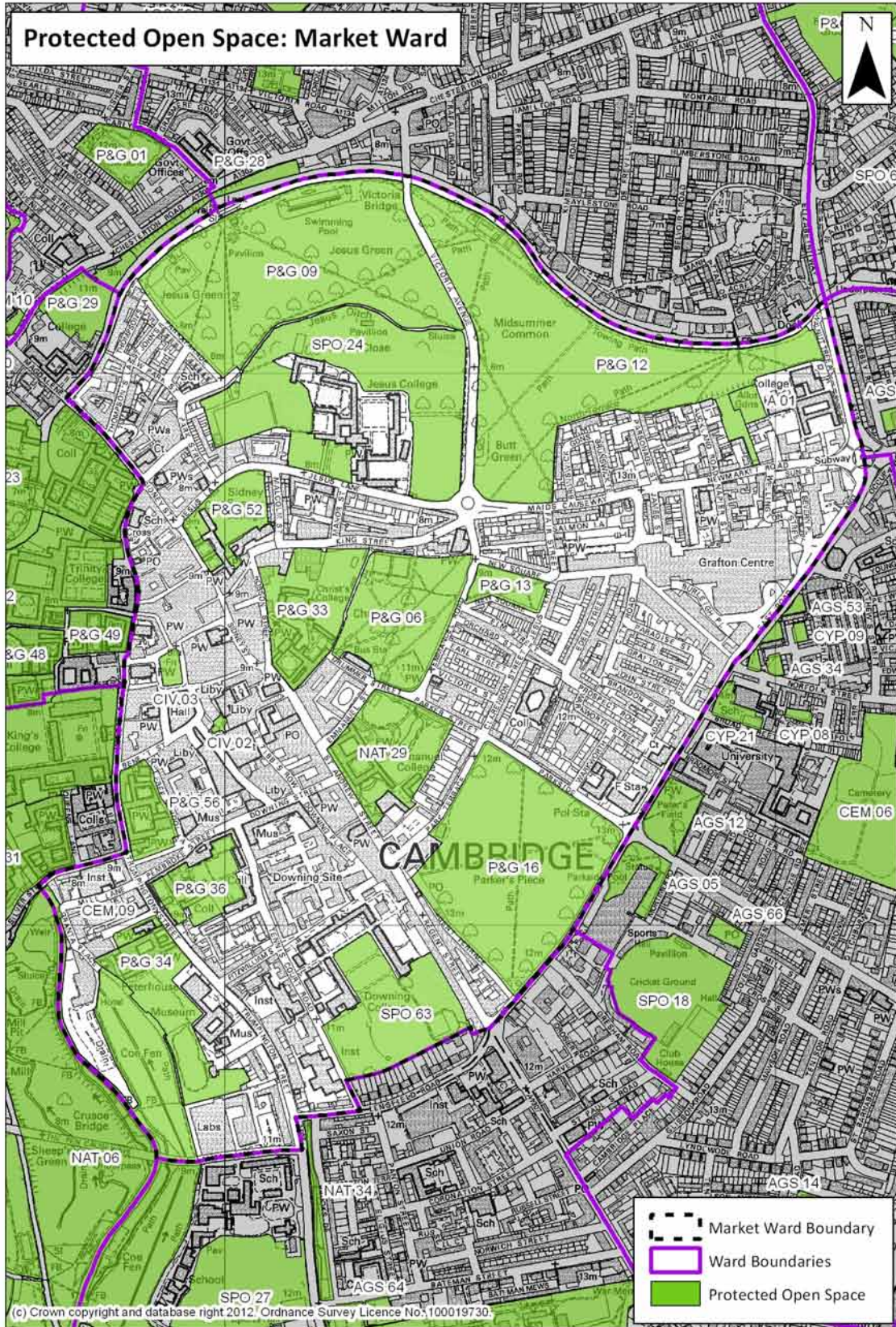


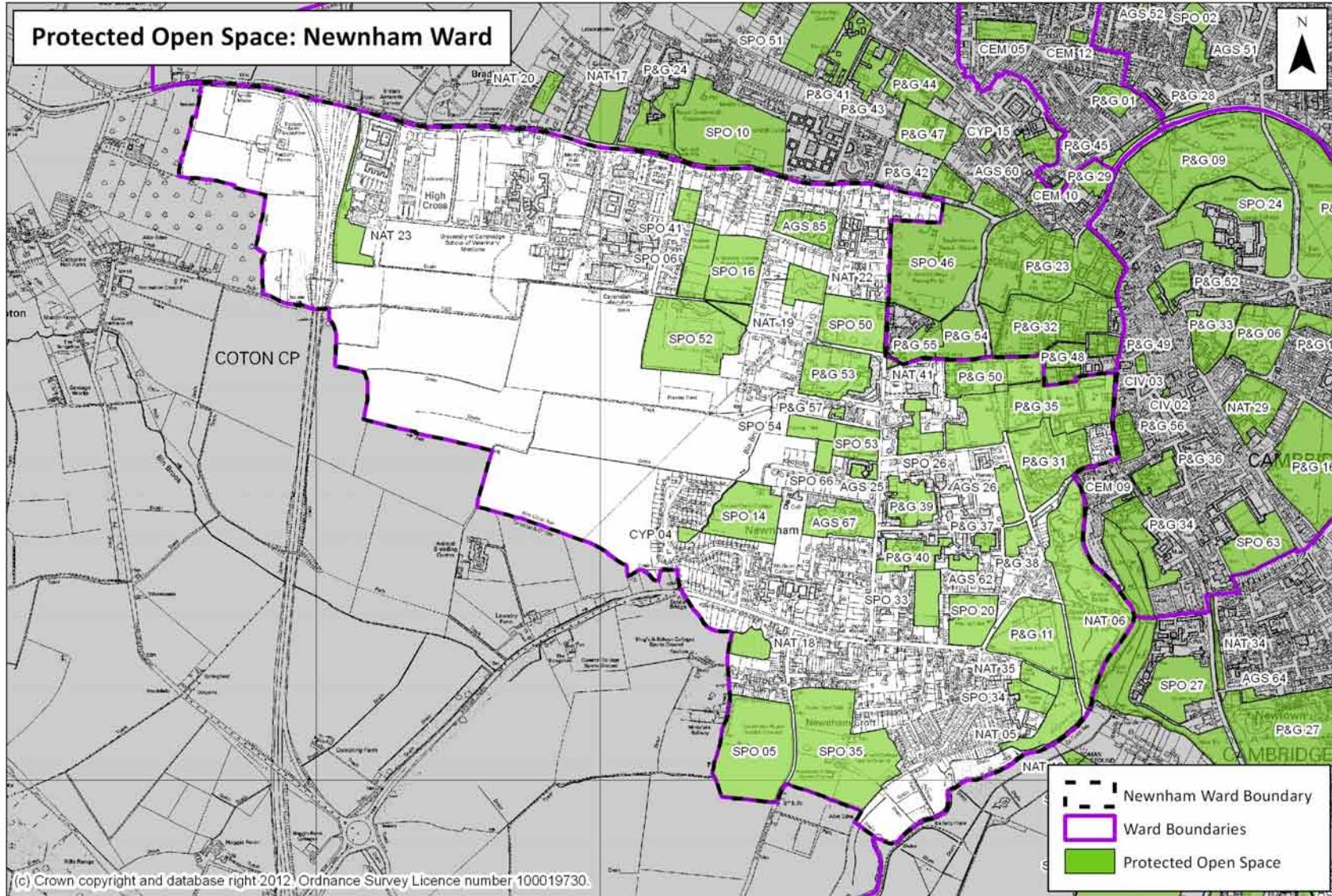






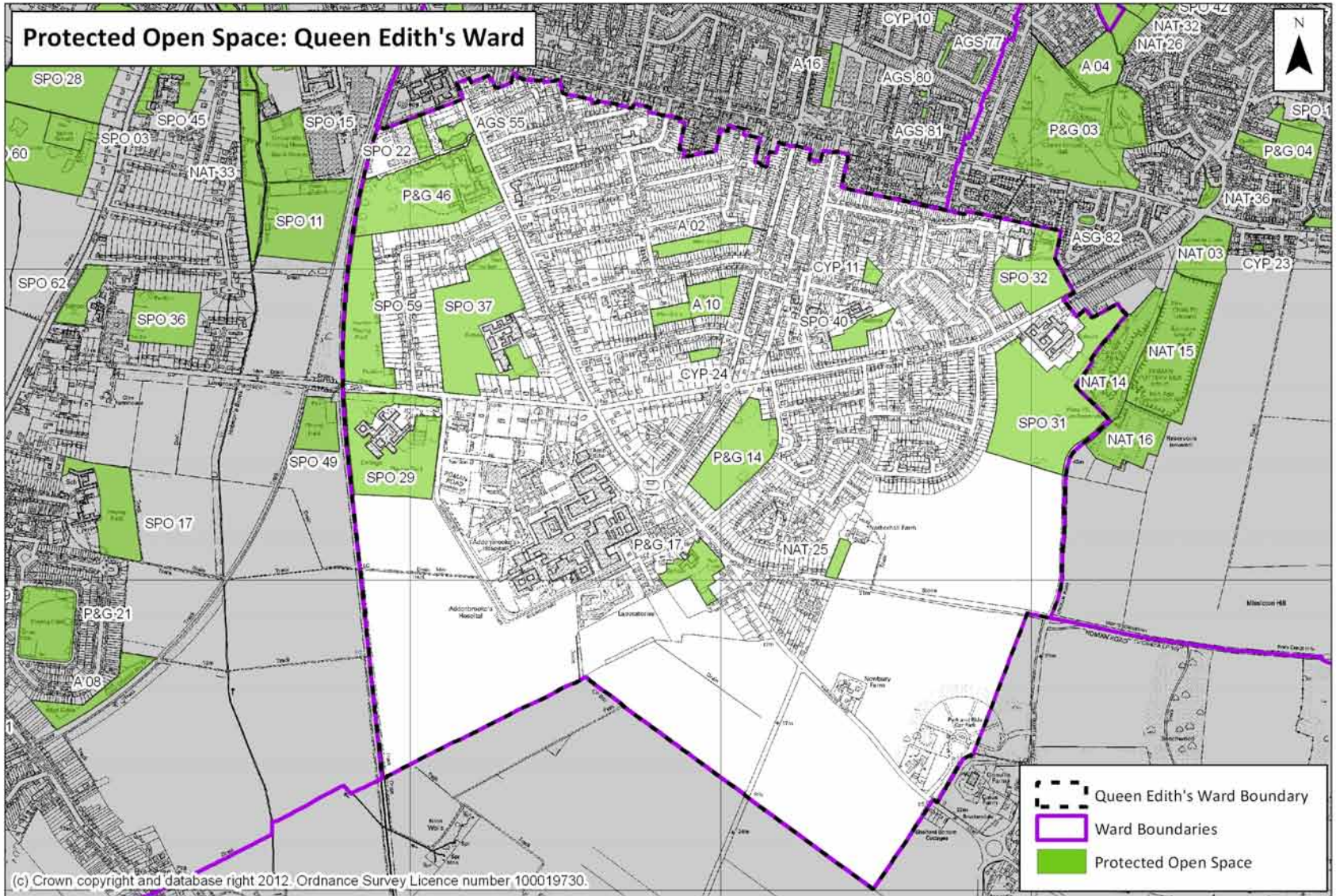


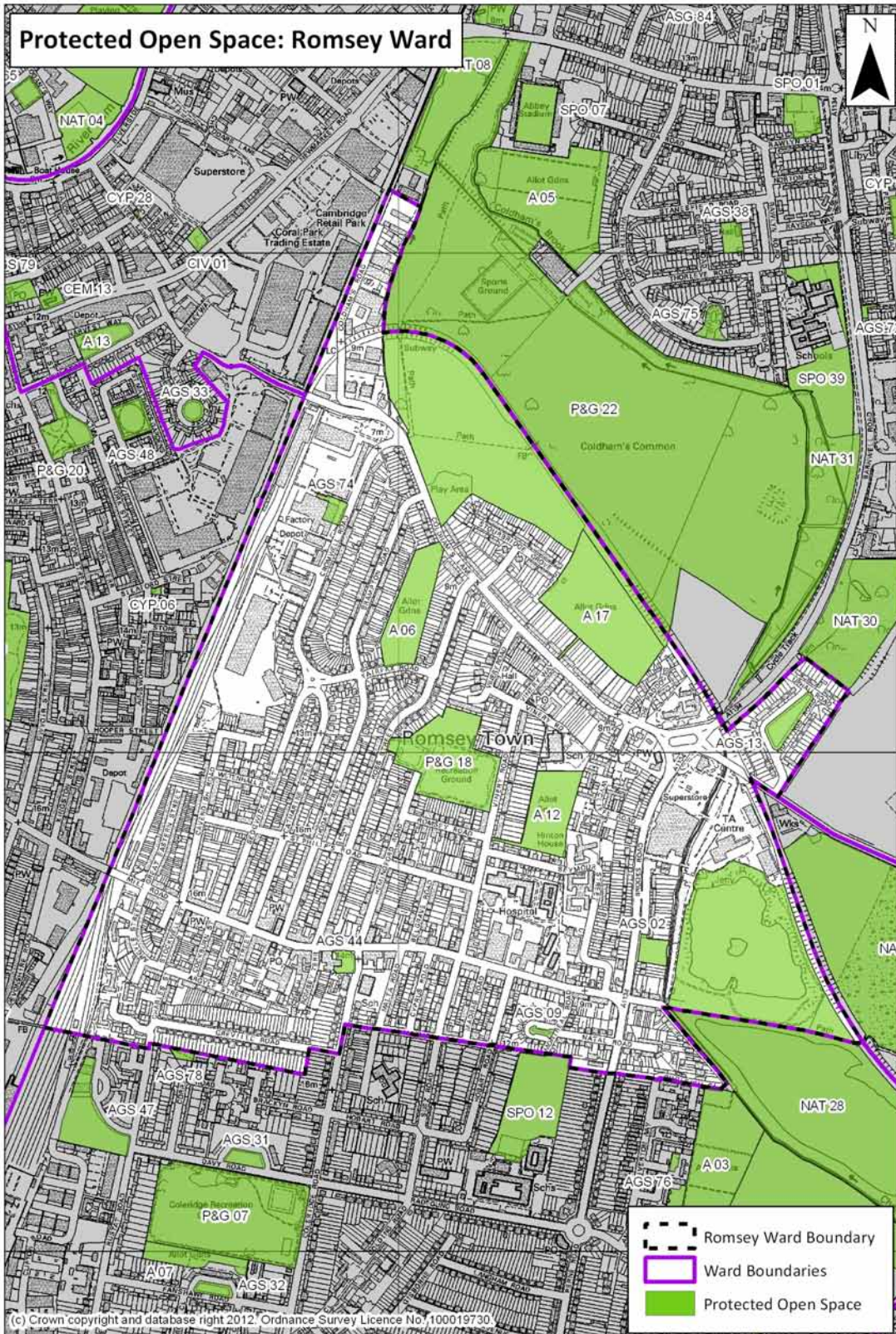


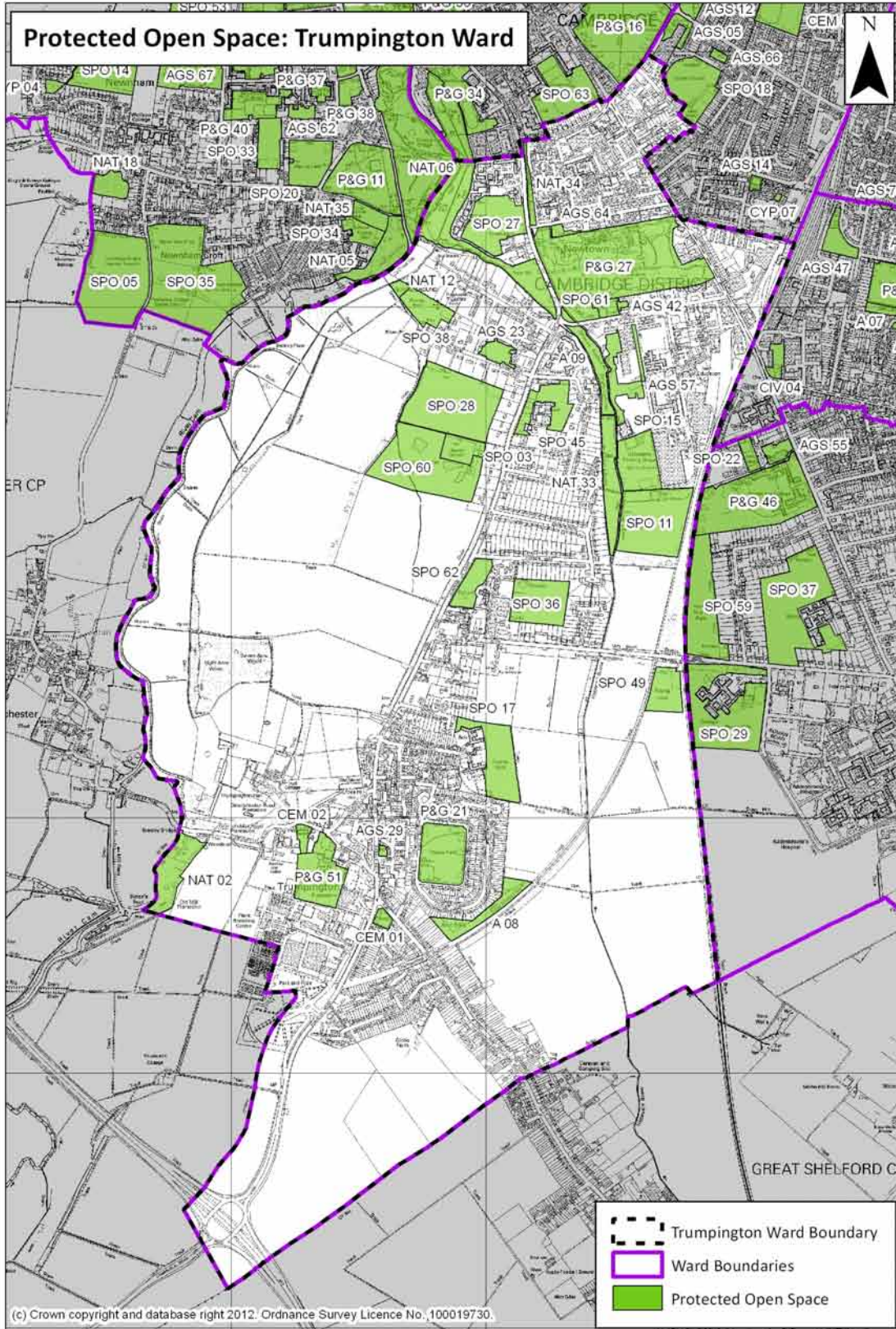
















# Appendix 1



**APPENDIX 1: OTHER SITES CONSIDERED**

A number of sources were used to arrive at a list of sites to assess. These include the following sources, although this is not an exhaustive list:

- Sites allocated in the existing adopted Local Plan 2006, associated Area Action Plans, and Supplementary Planning Documents, which have not been developed.
- Sites identified in the following studies:
  - Strategic Housing Land Availability Assessment (SHLAA) May 2012.
  - Employment Land Review 2007 and 2012 update.
  - Gypsy and Traveller Provision in Cambridge: Site Assessment
  - Cambridge Hotel Futures: Headline Findings Issues & Options Report April 2012
  - Other documents eg those produced by Cambridgeshire Horizons.
- Any sites and site boundaries identified by the Council within the Issues and Options Consultation (June 2012).
- Any sites subsequently submitted by landowners and developers or their agents in their responses to the Council's Issues and Options consultation June-July 2012.
- Any sites identified by the Council's own internal directorates, other Councils, statutory government agencies, and statutory undertakers.

A long list of sites was drawn up and was initially reduced, by removing those sites which had already been consulted upon in the Issues and Options 1 consultation in June/July 2012, sites less than 0.5 hectares (apart from a small number of residential sites which due to their location could be developed at a high density), and those picked up through annual monitoring where planning permission had been granted or where the landowner has indicated that they do not wish to bring the site forward.

The following tables provide information on the other sites that were considered:

**RESIDENTIAL**

Site Reference	Description	Reason
<b>R22</b> (Local Plan 2006 Allocation Site 5.13)	Milton Road Infant & Junior School (former)	Half the site has been developed, the remainder of the site has an extant planning consent and is less than 0.5ha. It does not merit allocation.
<b>R23</b> (Local Plan 2006 Allocation Site 9.14)	Land between 64-66 Peverel Road	The part of the site that is not Protected Open Space is less than 0.5ha and does not merit allocation.
<b>R24</b> (Representation 16287 to Issues and Options)	Perse Playing Fields	Protected Open Space. No suitable access.

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Site Reference	Description	Reason
<b>R25</b> (Representation 12286 to Issues and Options)	Emmanuel College Playing Fields	Protected Open Space.
<b>R26</b> (SHLAA Site CC909)	Shire Hall site, Old Police Station, Castle Mound and 42 Castle Street	Not available for development.
<b>R27</b> (Local Plan 2006 Allocation Site 5.01)	Land off Fitzwilliam Road and Clarendon Road	Under construction.
<b>R28</b> (Local Plan 2006 Allocation Site 5.03)	Cromwell Road	Mostly built out.
<b>R29</b> (Local Plan 2006 Allocation Site 5.08)	Territorial Army, Cherry Hinton Road	Not available for development.
<b>R30</b> (Local Plan 2006 Allocation Site 5.10)	The Nuffield Hospital, Trumpington Road	Not available for development.
<b>R31</b> (Local Plan 2006 Allocation Site 5.11)	Caravan Park, Fen Road	Not available for development.
<b>R32</b> (Local Plan 2006 Allocation Site 5.16)	147 Hills Road	Under construction.
<b>R33</b> (Local Plan 2006 Allocation Site 5.18)	Sandy Lane	Under construction.
<b>R34</b> (Local Plan 2006 Allocation Site 5.19)	135 Long Road	Built out.
<b>R35</b> (Local Plan 2006 Allocation Site 9.06)	Clay Farm, South of Long Road	Under construction.

Site Reference	Description	Reason
<b>R36</b> (Local Plan 2006 Allocation Site 9.08)	Monsanto Site	Under construction.
<b>R37</b> (Local Plan 2006 Allocation Site 9.08)	Bell School Site, Red Cross Lane	Outline consent in place.
<b>R38</b> (Local Plan 2006 Allocation Site 9.08)	Glebe Farm	Extant planning consent on most of this site. The remainder is proposed for allocation as site R15.
<b>R39</b> (Local Plan 2006 Allocation Site 9.15)	Land between Hills Road and Station Road	Built out.

**MIXED USE**

Site Reference	Description	Reason
<b>R22</b> (Local Plan 2006 Allocation Site 5.13)	Milton Road Infant & Junior School (former)	Half the site has been developed, the remainder of the site has an extant planning consent and is less than 0.5ha. It does not merit allocation.
<b>R26</b> (SHLAA Site CC909)	Shire Hall site, Old Police Station, Castle Mound and 42 Castle Street	Not available for development.
<b>M6</b> (Local Plan 2006 Allocation Site 7.01)	New Street/Newmarket Road	Mostly built out. The remainder of the site is too small to allocate.
<b>M7</b> (Local Plan 2006 Allocation Site 6.01)	Bradwell's Court	Built out.
<b>M8</b> (Local Plan 2006 Allocation Site 7.11)	Brunswick Site	Under construction.
<b>M9</b> (Local Plan 2006)	Addenbrooke's	Outline consent in place.



Site Reference	Description	Reason
Allocation Site 9.02)		
<b>M10</b> (Local Plan 2006 Allocation Site 9.03)	Huntingdon Road/Histon Road	Outline consent in place.
<b>M11</b> (Local Plan 2006 Allocation Site 9.05)	East of Shelford Road	Under construction.
<b>M12</b> (Local Plan 2006 Allocation Site 7.02)	Betjeman House, Hills Road	Under construction.

**EMPLOYMENT**

Site Reference	Description	Reason
<b>E6</b> (Employment Land Review 2008 and 2012)	Rail Sidings, 80 Rustat Road	There is no viable access to this site.
<b>E7</b> (Employment Land Review 2012)	City House and 132 – 134 Hills Road	Existing commitment – office building.
<b>E8</b> (Local Plan 2006 Allocation Site 7.05)	Coldham's Road	Built out.
<b>M6</b> (Local Plan 2006 Allocation Site 7.01)	New Street/Newmarket Road	Mostly built out. The remainder of the site is too small to allocate.

**UNIVERSITY**

Site Reference	Description	Reason
<b>U3</b> (Local Plan 2006 Allocation Site 7.09)	Grange Farm, Wilberforce Road	Surface water issues, no suitable access, insufficient highway capacity
<b>U4</b> (Representation 11134 to Issues and Options)	Meadow Triangle, land to the southern end of Wilberforce Road	Protected Open Space
<b>U5</b> (Local Plan 2006 Allocation Site 7.09)	Leckhampton House	College has provided student accommodation on alternative adjacent site.
<b>U6</b> (Local Plan 2006 Allocation Site 7.09)	Sedley School Site	Built out.
<b>U7</b> (Local Plan 2006 Allocation Site 7.14)	Bradmore Street Site	Built out for Anglia Ruskin University's Optometry Clinic.

**RESIDENTIAL MOORINGS**

Site Reference	Description	Reason
<b>RM2</b> (Representation 17979 to Issues and Options)	Southern Bank of River Cam, Stourbridge Common	All possible mooring areas are already in use in this area.

**HOTEL**

Site Reference	Description	Reason
<b>R22</b> (Local Plan 2006 Allocation Site 5.13)	Milton Road Infant & Junior School (former)	Half the site has been developed, the remainder of the site has an extant planning consent and is less than 0.5ha. It does not merit allocation.
<b>M6</b> (Local Plan 2006 Allocation Site 7.01)	New Street/Newmarket Road	Mostly built out. The remainder of the site is too small to allocate.

**GYPSY AND TRAVELLER SITE OPTIONS**

Site Reference	Description	Reason
<b>GT1</b> (Representation 9986 to Issues and Option)	Babraham Road Park and Ride	Not suitable, due to distance from facilities.

**SITES CONSULTED ON AT ISSUES AND OPTIONS STAGE**

The following sites were consulted on as Opportunity Areas as part of the Local Plan Issues and Options in June/July 2012.

Site area	Option in I&O Report	Type of development
Station Area	28	Existing allocation with planning permission.
Southern Fringe	29	Existing allocations with planning permissions
Addenbrooke's Hospital	30	Existing allocation and safeguarded land to south
North West Cambridge	31	Existing allocations with planning permissions
West Cambridge	32	Intensification of site
Northern Fringe East – Including sewage works, Golf Driving Range, Former Park and Ride, Cambridge Business Park and Cambridge Commercial Park (all in Cowley Road Area)	33	Existing allocation, but different use – high density mixed employment led development and new railway station
Cambridge East Including Land West of Norman Way and Land East of Norman Way, Sainsbury's, TA Centre, Hansons	34,35,36	Existing allocation which won't be taken forward during the plan period – options to either retain allocation, allocate as safeguarded land or return to Green Belt

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Eastern Gate	38	Improvements to public realm and some development sites
Cambridge Railway Station to the City Centre and Hills Road Corridor	39	Improvements to public realm and some development sites
Land South of Coldham's Lane	40	Opportunities for recreation and links through the area. Some development sites – Land East of Norman Way Business Park, Land West of Rosemary Lane, Norman Way Business Park, Sainsbury's and the Territorial Army Centre

**SHLAA SITES**

The following Strategic Housing Land Availability Assessment (SHLAA) sites were considered deliverable or developable, but have not been taken forward at this stage as they are below 0.5ha in size.

SHLAA Site Reference	Description	Area in hectares
202	1 Ditton Walk	0.28
430	Catholic Church of St. Vincent de Paul, Ditton Lane	0.16
870	Ditton Fields Nursery School, Wadloes Road	0.19
855	Telephone Exchange south of 1 Ditton Lane	0.17
012	162 - 184 Histon Road	0.23
057	BP Garage, 452 Cherry Hinton Road and garages off Glenmere Close	0.26
081	152 Coleridge Road	0.21
151	Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)	0.27
887	98-144 Campkin Road	0.52 <sup>1</sup>
902	Land south of the Ship, including the car park	0.34
204	48-61 Burleigh Street	0.30
917	Auckland Road Clinic	0.20
196	31 Queen Edith's Way	0.23
070	213 - 217 Mill Road	0.22
918	18 Vinery Road	0.20

<sup>1</sup> Over 0.5ha but too few dwellings in terms of net gain.



# Appendix 2



**APPENDIX 2: EXISTING NON-RESIDENTIAL CAR PARKING STANDARDS**

The standards set out below are the existing car parking standards for new non-residential development from the current Local Plan (2006). They can be found in Appendix C of the current Plan.

It is recognised that there is a functional difference between a development which is entirely or largely for student residential accommodation, and the non-residential elements of Colleges where there may be a variety of other uses including administrative and teaching activities. In these circumstances, it may be appropriate to make additional car parking provision commensurate with the relevant standards for such uses as “offices” and “higher and further education”.

**Other Residential Developments**

<b>Type of Development</b>	<b>Inside CPZ</b>	<b>Outside CPZ</b>
Guest houses and hotels	1 space for every 4 bedrooms and 1 space per resident staff.	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.	
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	

<b>Type of Development</b>	<b>Inside CPZ</b>	<b>Outside CPZ</b>
Nursing homes	1 space for every 10 residents, 1 space for every 2 members of staff.	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.-	
Retirement homes/ sheltered houses	1 space for every 6 units, 1 space for every 2 members of staff.	1 space for every 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A covered, enclosed area with electricity sockets needs to be provided for electric buggies.	

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Student residential accommodation where proctorial control or alternative control on car parking exists	1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.	1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.
	1 space for every resident warden/staff.	1 space for every resident warden/staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space for every 5 bed spaces.	1 space for every 3 bed spaces.
	1 space for every resident warden/staff.	1 space for every resident warden/staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.	
Residential schools, college or training centre	1 space for every 3 non-resident staff plus 1 space per resident warden/staff	On merit
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	
Hospitals	On merit	On merit

### Retail, Culture, Leisure and Sports Uses

Limited car parking will be allowed in the Controlled Parking Zone (CPZ) for these types of uses. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

Outside the CPZ, Transport Assessments will play a key role in determining the optimal level of car parking, in particular for mixed use developments and retail parks where linked trips might lead to a level of parking below Cambridge City Council's standards.

A picking up and dropping off point for taxis and mini-buses will need to be provided.

### Retail, Culture, Leisure and Sports Uses

Retail Use Inside	Inside CPZ	Outside CPZ
Food retail	Disabled car parking only.	1 space for every 50m <sup>2</sup> GFA <sup>1</sup> up to 1,400m <sup>2</sup> and 1 per 18m <sup>2</sup> thereafter, including disabled car parking.
Non-food retail	Disabled car parking only.	1 space for every 50m <sup>2</sup> GFA, including disabled car parking.
Financial and professional services	1 space for every 100m <sup>2</sup> GFA to include customer parking, plus disabled car parking.	1 space for every 40m <sup>2</sup> GFA, including disabled car parking.
Food and drink takeaways	1 space for proprietor resident.	1 space for every 20m <sup>2</sup> drinking/dining area, including disabled car parking. 1 space for proprietor when resident.

<sup>1</sup> Gross Floor Area



**Assembly, Culture, Leisure and Sports Uses**

Use	Inside CPZ	Outside CPZ
Museums, exhibition venues	Disabled only	On merit
Sports and recreational facilities, swimming baths	1 space for every 3 staff plus disabled car parking	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car parking
Cinema	Disabled and 1 space for every 2 staff	1 space for every 5 seats, including disabled car parking
Stadia	Disabled car parking only	1 space for every 15 seats, including disabled car parking
Places of assembly including, theatre, auditoria and concert hall	Disabled car parking and 1 space for every 2 staff	1 space for every 4 seats, including disabled and staff car parking
Place of worship	1 space per 100m <sup>2</sup> floor area, plus disabled car parking	1 space for every 8 seats, including disabled car parking
Public halls / community centres	1 space per 100m <sup>2</sup> floor area, plus disabled car parking	1 space per 20m <sup>2</sup> of public space, including disabled car parking

**Office Use**

Limited car parking will be allowed in the Controlled Parking Zone. Access will primarily rely on public transport, cycling and walking.

**Business and Industrial Uses**

Use	Inside CPZ	Outside CPZ
Offices, general industry	1 space per 100m <sup>2</sup> GFA plus disabled car parking	1 space per 40m <sup>2</sup> GFA, including disabled car parking
Storage	1 space per 300m <sup>2</sup> GFA plus disabled car parking	1 space per 100m <sup>2</sup> GFA, including disabled car parking

**Non-residential Institutions**

<b>Use</b>	<b>Inside CPZ</b>	<b>Outside CPZ</b>
Clinics and surgeries	1 space for every 2 professional members of staff plus 1 space per consulting room	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

**Provision for People with Disabilities**

Generally, at least 5% of the total number of car parking spaces, as given by the standards for outside the CPZ, should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards for outside the CPZ (including on sites within the CPZ) the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

Higher ratios than the 5% given above may be required in some cases by the Planning Authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users/visitors will be expected. It should be noted that provision at the above levels or any required by the Planning Authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.

Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of the Building Regulations. If it is impossible to accommodate car parking spaces within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.

Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.