

Chapter 10

Sub-Regional Sporting, Cultural and Community Facilities



Chapter 10 Sub-Regional Sporting, Cultural and Community Facilities

- 10.1. The National Planning Policy Framework (NPPF) requires Councils to plan positively for the provision of social, recreational and cultural facilities and services. Studies exploring the cultural and sporting needs of the Cambridge Sub-Region identified gaps in provision for some types of major sub regional facilities, including a community stadium, ice rink and concert hall. Through the previous Issues and Options consultations, both Councils sought views on whether there is need for these facilities, and if there is, where they should be located. Further work has now been undertaken to review the evidence for such facilities and consider options for dealing with them in the new Local Plans in the Cambridge Sub-Regional Facilities Review supporting this consultation.

Community Stadium

- 10.2. The term ‘community stadium’ is used to describe a sports stadium facility that delivers amenities and services to local communities beyond its core operations. These may include health, leisure and general community provisions and/or sports and education facilities, as well as local retail and other local businesses. A community stadium also aims to be accessible to the local community at all times during the day and evening, on weekdays and weekends.
- 10.3. The Councils have reviewed the evidence available, to explore whether there is a need for a community stadium and what a community stadium would encompass.
- 10.4. The Cambridge Sub-Regional Facilities Review looked at previous studies that have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the needs of one or more of its major sports clubs and providing supporting facilities to local communities. A community stadium could raise the sporting profile of the area, whilst delivering a community hub through, for example, the provision of sports participation and other community accessible activities and/or local business engagement opportunities.
- 10.5. Previous studies also suggest that Cambridge United FC would likely be the anchor tenant for a stadium of the scale envisaged (circa 10,000 seats). The existing Abbey Stadium site on Newmarket Road meets the current needs of Cambridge United, although the current facilities are not ideal for the club. The facilities at this site do not currently contribute to the broader range of activities that would be found in a community stadium facility.

10.6. Given this situation, no specific need has been identified in the Cambridge Sub- Regional Facilities Review requiring the provision of a community stadium, and it concludes that whether there is considered to be a need for a community stadium to serve the Cambridge Sub-Region is a subjective issue. However, the Review identifies that the right package of uses in a suitable location could deliver benefits for the wider sub-region.

10.7. In summary, drawing on factors identified in the Review, the following principles for a community stadium have been identified. It should:

Principles for a Community Stadium

- Meet the needs of at least one, but ideally more than one locally significant sports club;
- Be at the centre of the local community, through for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities;
- Deliver amenities and services to local communities beyond its core operations;
- Be accessible to the communities it serves throughout the day and evening, on weekdays and weekends;
- Help provide a critical mass of services, and increased awareness of services available;
- Increase participation in sporting activity;
- Play a community hub role, supporting community engagement and development;
- Include a mix of health, leisure, education, general community provision, sports, retail, and business - the success of these facilities will determine whether the facility is embraced by the local community;
- Reflect the key requirements and priorities of the sub-region’s new and existing communities;
- Be financially sustainable.

10.8. To deliver a standalone stadium would require around 3 hectares but, for a community stadium with additional community and sporting facilities, a much larger site would be needed. Site options have been explored within Cambridge, on the edge of Cambridge and elsewhere. There are few sites of this scale available within the built up area of Cambridge. Outside Cambridge much of the land is in the Green Belt, which would preclude this type of development unless the need and benefit was such that it provided an exceptional circumstance to justify a review of the Green Belt through the Local Plan review.

Question 4:

Do you think there is a need for a community stadium serving the sub- region?

Please provide any comments.

Question 5:

Do you agree with the principles identified for the vision for a community stadium?

Please provide any comments.

Question 6:

If a suitable site cannot be found elsewhere, do you think the need is sufficient to provide exceptional circumstances for a review of the Green Belt to accommodate a community stadium?

Please provide any comments.

Potential Community Stadium Site Options

- 10.9. Following the first Issues and Options consultation, the Councils have explored the potential of a range of site options to provide a community stadium as part of the Cambridge Sub-Regional Facilities Review, including a number of sites that were suggested in responses to the consultation. There are major issues associated with all site options and this may mean that some sites may not be capable of being delivered. However, it is considered appropriate to consult on these options at this stage in the process before any decisions are taken on whether a community stadium should be provided and if so where. The view of the local community is an important step in the process. It is also recognised that for some site options, landowners may have different aspirations and we would encourage these to be made clear through the consultation before any decisions are taken. The sites are shown on Map 3. The consultation document highlights the advantages and disadvantages of each option to inform comment.
- 10.10. The Councils have not yet made a decision regarding the need for a site, and are not promoting a specific option, but are seeking views on potential options in order to inform decision making.

- 10.11. Three potential sites have been identified, within or on the edge of the city, which are outside the Green Belt:

Potential Sites outside the Green Belt

- The Abbey Stadium and Adjoining Allotment Lane, Newmarket Road, Cambridge
- Cowley Road, Cambridge (former Park and Ride and Golf Driving Range);
- North of Newmarket Road, Cambridge East.

- 10.12. Three options have been identified on the edge of Cambridge. They would require a review of the Green Belt:

Potential Sites within the Green Belt

- Land south of the A14 and west of Cambridge Road (NIAB 3) (see also Site Option GB6 in Chapter 9);
- Land south of Trumpington Meadows, Hauxton Road, Cambridge;
- Land between Milton and Impington, north of A14 (Union Place).

- 10.13. A further option would be to locate a community stadium outside Cambridge, at a new town or village. Northstowe is already planned, and it was recently resolved to grant planning permission to the first phase. The first South Cambridgeshire Local Plan Issues and Options Report consulted on two further potential new settlement options, at Waterbeach Barracks and Bourn Airfield.

New Settlement Options

- Northstowe;
- Waterbeach - New Town Option;
- Bourn Airfield - New Village Option.

Question 7:

Which if any of the following site options for a community stadium do you support or object to, and why?

Please provide any comments.

Map 3: Key to Site Options for a Community Stadium

Key

 General Extent of the Green Belt

 Community Stadium Site Option

CS1 - The Abbey Stadium and Adjoining Allotment Land, Newmarket Road, Cambridge

CS2 - Cowley Road Cambridge (former Park and Ride and Golf Driving Range)

CS3 - North of Newmarket Road, Cambridge East

CS4 - West of Cambridge Road and South of the A14, Impington

CS5 - Land south of Trumpington Meadows, Hauxton Road Cambridge

CS6 - Land between Milton and Impington, north of A14 (Union Place)

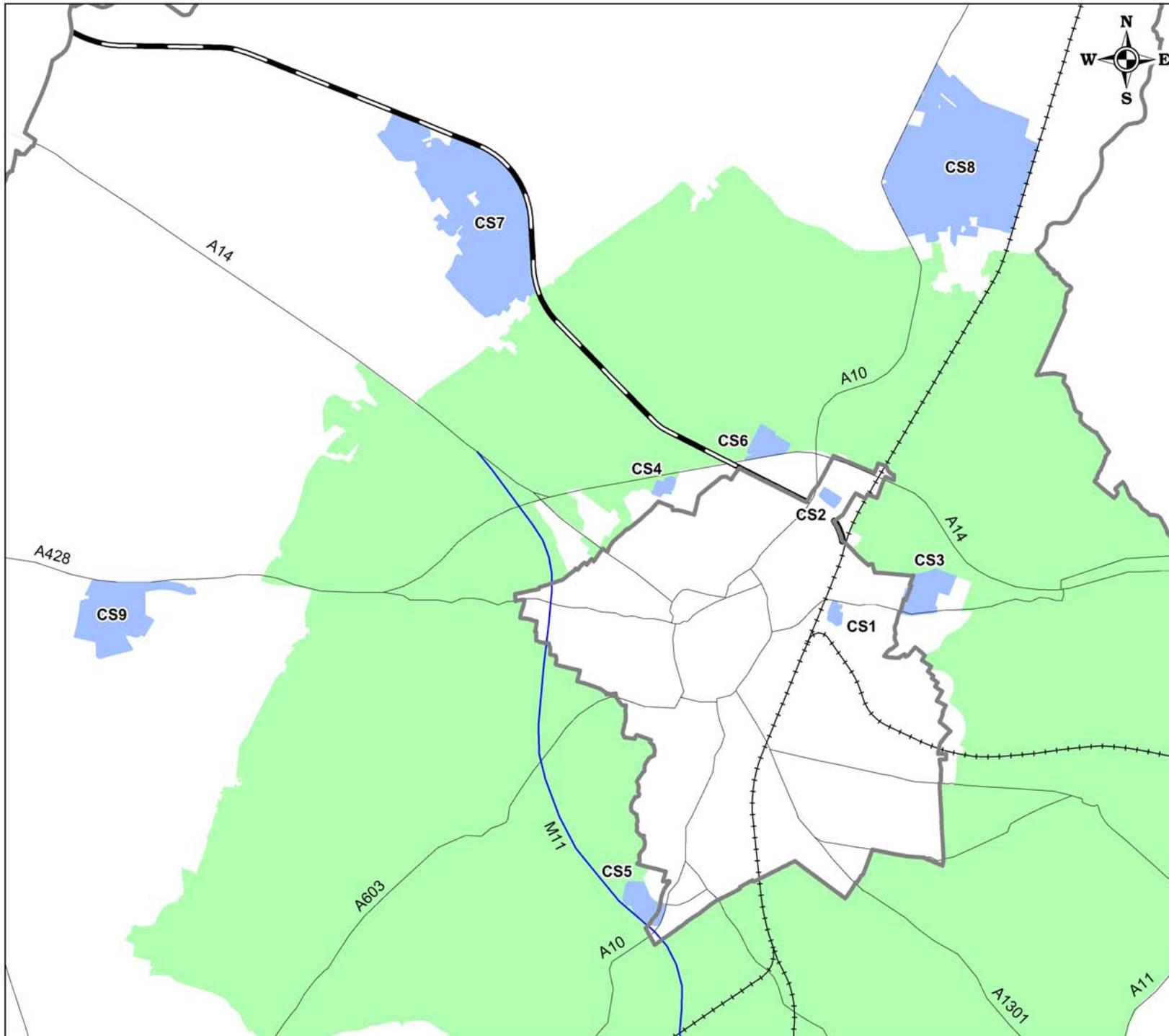
CS7 - Northstowe

CS8 - Waterbeach New Town Option

CS9 - Bourn Airfield New Settlement Option

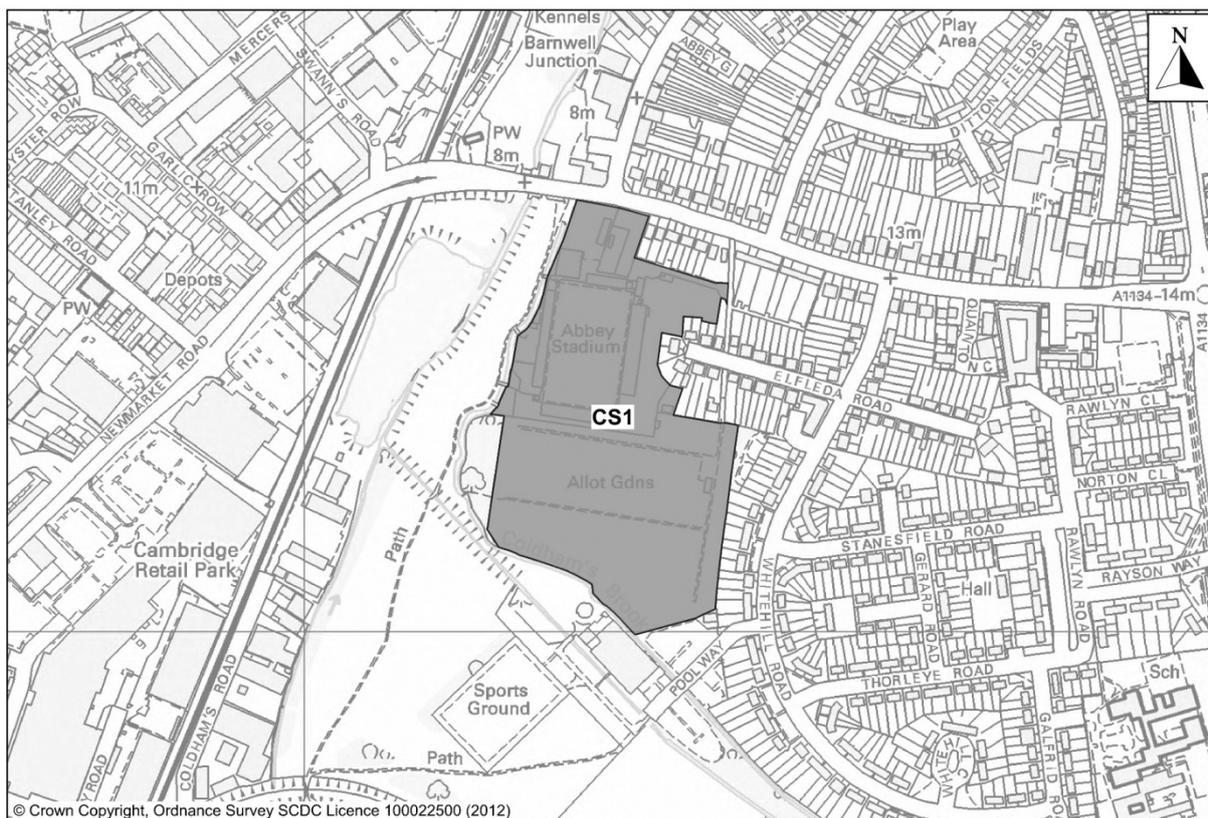
 Guided Busway

 Train Line



Site Option CS1: The Abbey Stadium and Adjoining Allotment Land, Newmarket Road, Cambridge

District: Cambridge
Ward / Parish: Abbey
Area: 7.1ha
Potential Capacity: Community Stadium



Description:

The existing Abbey Stadium site is not 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. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding 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 is the Abbey Leisure Centre. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

Pros:

- Established football club location;
- Part of an established residential community;
- Near to existing sports facilities, with potential to form a sports hub with the Abbey sports complex;
- With the incorporation of further land around the existing stadium, this would offer greater scope to have a wider community purpose;
- Nearest available site to the City Centre;
- Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes.

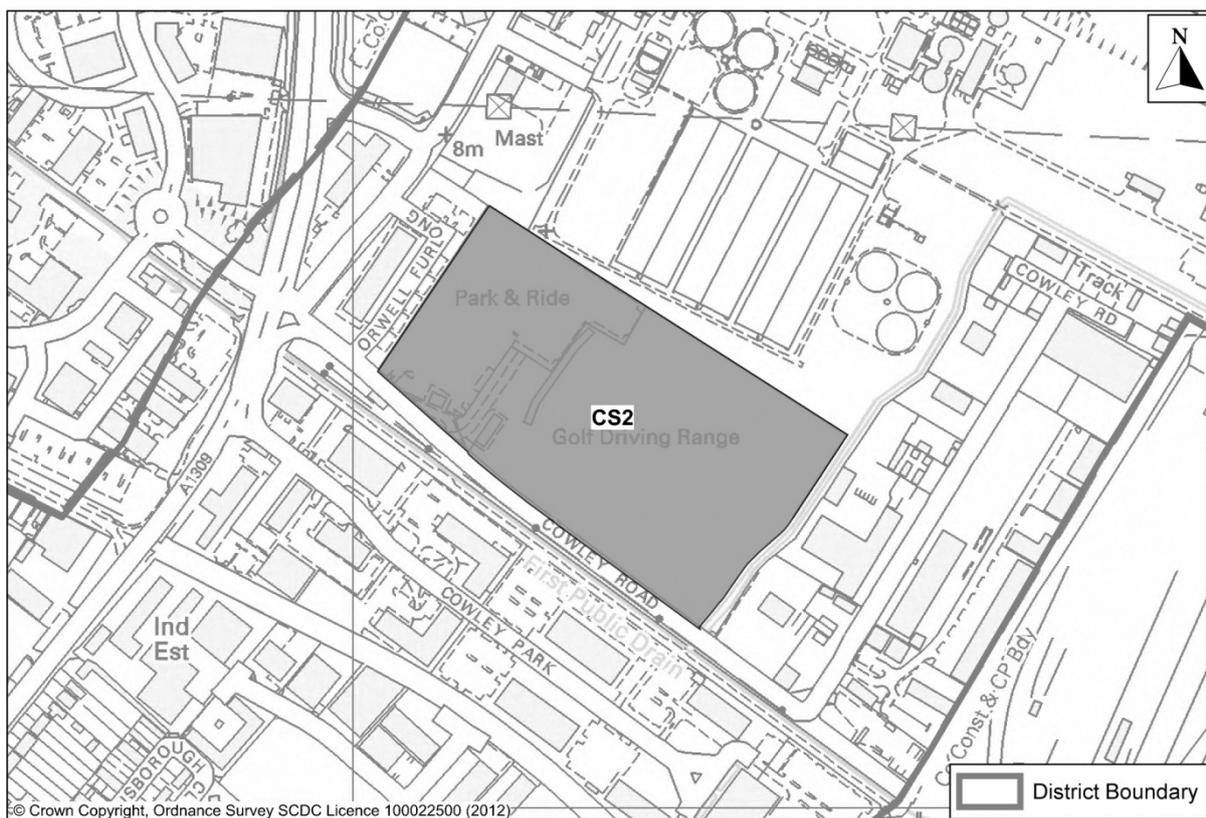
Cons:

- Loss of existing allotments (Protected Open Space, would require appropriate replacement elsewhere);
- The site is located off Newmarket Road, which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further;
- Grosvenor have indicated they are pursuing the existing stadium site for housing development.

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

Site Option CS2: Cowley Road Cambridge (former Park and Ride and Golf Driving Range)

District: Cambridge
Ward / Parish: East Chesterton
Area: 6.5ha
Potential Capacity: Community Stadium



Description:

Former Park and Ride site and golf driving range. Related to the development of a new railway station on the nearby railway sidings, the area is identified as having potential for employment development in the Cambridge and South Cambridgeshire Local Plans' Issues and Options reports. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. The land is owned by Cambridge City Council, who have previously indicated the land is not available for this use, due to its employment potential as part of the wider Cambridge Northern Fringe East area.

Pros:

- Area will be subject to significant public transport improvement with new railway station and links to guided bus;
- Previously developed vacant site, providing an opportunity as part of wider Cambridge Northern Fringe East development.

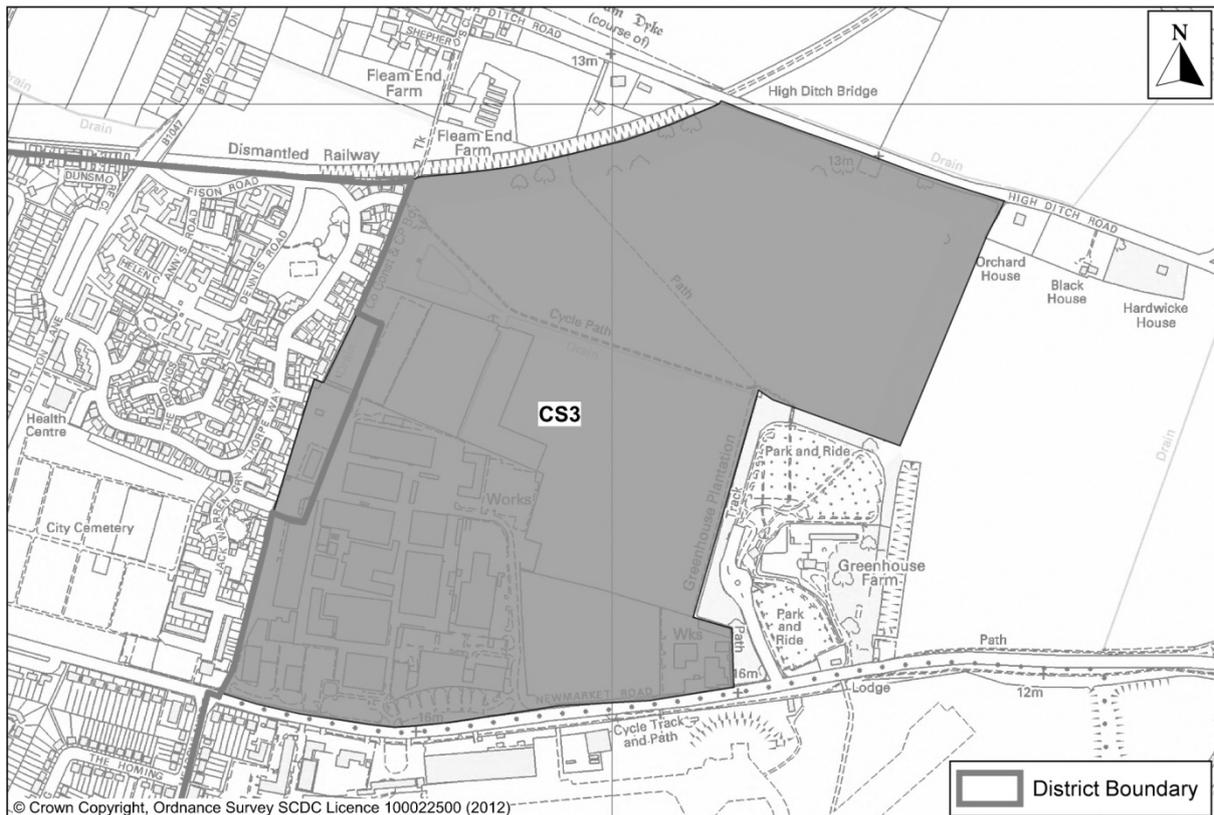
Cons:

- Capable of accommodating a stadium, but limited size to accommodate much beyond core Community Stadium facilities;
- Identified as an opportunity for employment development in Local Plan Issues and Options Reports, would reduce land available for this use;
- Isolated from existing or planned residential area;
- Access along single lane road;
- Cambridge City Council, the landowner has previously indicated land not available for this use.

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

Site Option CS3: North of Newmarket Road, Cambridge East

District: South Cambridgeshire
Ward / Parish: Fen Ditton
Area: 40ha
Potential Capacity: Community Stadium



Description:

The site was identified in the Cambridge East Area Action Plan for development of 1,500 to 2,000 homes, that could come forward whilst the airport remains operational. The Cambridge and South Cambridgeshire Local Plan Issues and Options Reports sought views on how the area should be addressed in future development plans.

Marshall has recently announced a renewed intention to submit a planning application for commercial and residential development on this land. This is an early stage in the process. The Councils will continue to work with Marshall to bring forward an appropriate form of development on this site to meet the development needs of Cambridge and the surrounding area.

Pros:

- Potential to integrate new facilities with wider development, including a residential community (if the site comes forward for residential development);
- Near to existing Abbey Stadium site;
- Good access to public transport and Park and Ride;
- Opportunities for open space / Green infrastructure in wider site;
- Land already removed from the Green Belt for development.

Cons:

- Airport safety zones could impact on building height, or influence location of facilities;
- Would reduce land available for housing;
- Marshalls have previously indicated land is not available for this use.

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

Pros:

- Adjoins a new community, opportunity to integrate facilities;
- Access to High Quality Public Transport and good cycling routes. Access via guided bus to planned new railway station.

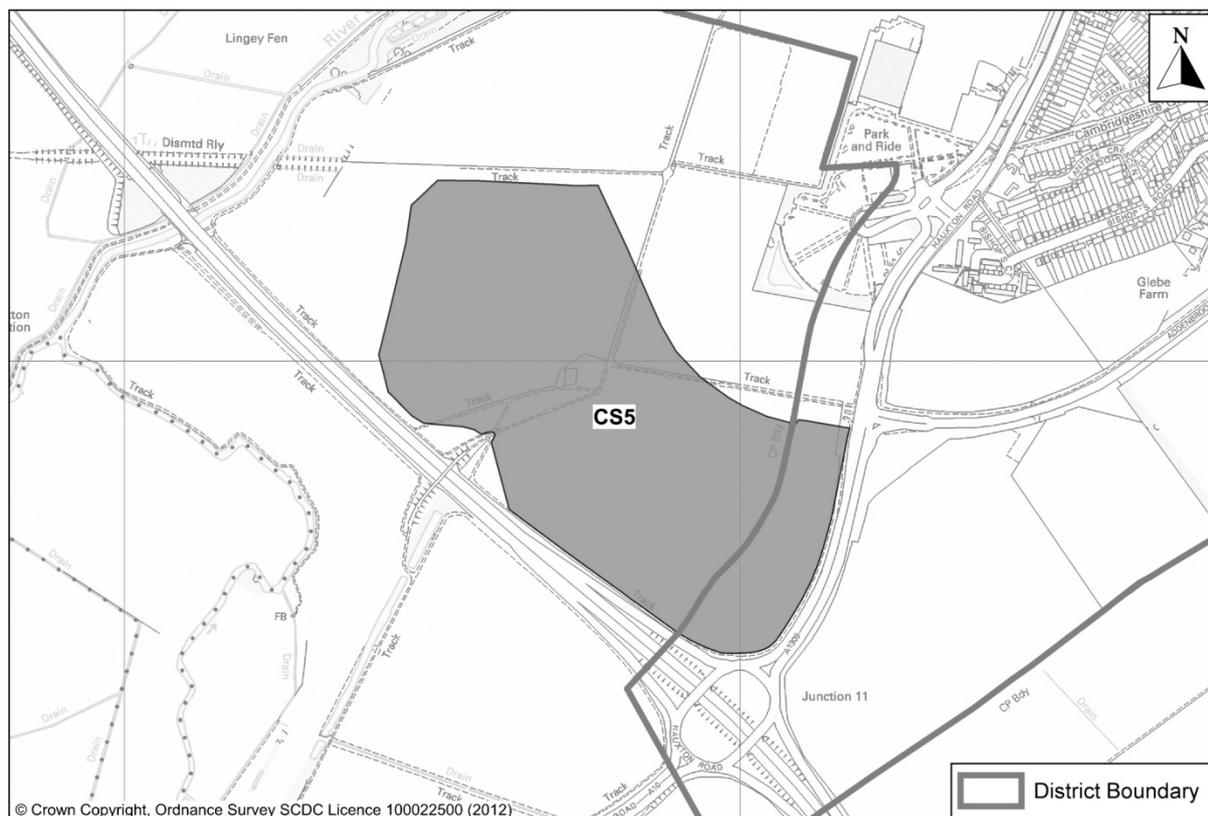
Cons:

- Green Belt site - development would have negative impacts on the Green Belt purposes but mitigation possible;
- Within the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Site size and shape could limit range of additional facilities or open space that could be accommodated;
- Over 3km from the City Centre;
- Need to resolve parking and transport issues.

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

Site Option CS5: Land south of Trumpington Meadows, Hauxton Road Cambridge

District: Cambridge / South Cambridgeshire
Ward / Parish: Trumpington / Haslingfield
Area: 32ha
Potential Capacity: Community Stadium



Description:

Trumpington Meadows is a cross boundary site, allocated in South Cambridgeshire and Cambridge City Councils development plans for a development of 1,200 dwellings and associated facilities, and the create a new distinctive urban edge to Cambridge. Planning permission has subsequently been granted, and construction is underway.

Through the Issues and Options consultation the development company Grosvenor / Wrenbridge have submitted a proposal for approximately 15 hectares of Green Belt land between the M11 and the planning development to accommodate a community stadium, 400 additional dwellings, and a range of outdoor sports pitches, and an extension to the planned country park.

This site makes a major contribution to the Green Belt on the edge of Cambridge. Whilst it has been ruled out for residential development by the Councils, and there would be significant impacts with a community stadium in this location, it is considered appropriate to consult on the potential for a community stadium in this location before any decisions are made.

Pros:

- Large site, giving flexibility to accommodate a range of facilities;
- Would adjoin planned new community;
- Near to existing park and ride facility, and guided bus links to railway stations;
- Potential to deliver new pitches and open space on city edge;
- Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable.

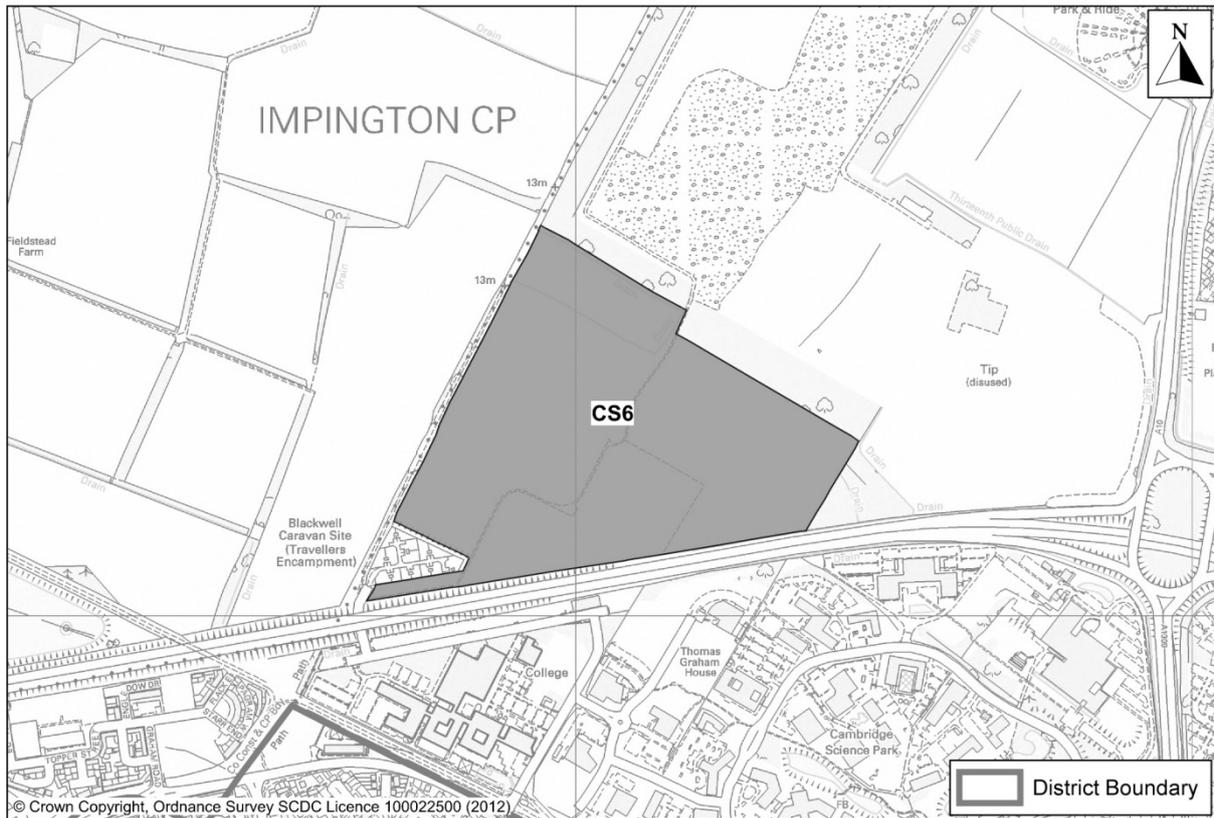
Cons:

- Green Belt – Significant adverse impact on the purposes of Green Belt in terms of setting of the city;
- Opportunity to integrate facilities with a new community limited by adding to existing site rather than integrating with existing proposals;
- Nearly 4km from railway station and the City Centre;
- Beyond 400m of Park and Ride site and does not benefit from all aspects of a High Quality Public Transport service;
- Need to resolve parking and transport issues.

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

Site Option CS6: Land between Milton and Impington, north of A14 (Union Place)

District: South Cambridgeshire
Ward / Parish: Milton
Area: 24 ha
Potential Capacity: Community Stadium



Description:

Through representations to the Issues and Options Report, a site has been submitted and referred to as Union Place, between Milton and Impington north of the A14. Representations propose that the site could accommodate a community stadium, concert hall and ice rink. It would also be accompanied by hotel and conferencing facilities. The representation indicates that road access to the site would be through an existing underpass under the A14 to the rear of the Cambridge Regional College, and a new road built along the Mere Way from Butt Lane, a public right of way following the route of a roman road. This would be accompanied by expansion of the Milton Park and Ride, and a new Park and Ride south of Impington.

Pros:

- Significant scale would give potential for pitches or open space to accompany proposal (or other sub regional facilities);
- Near to Regional College, potential linkages for sports education.

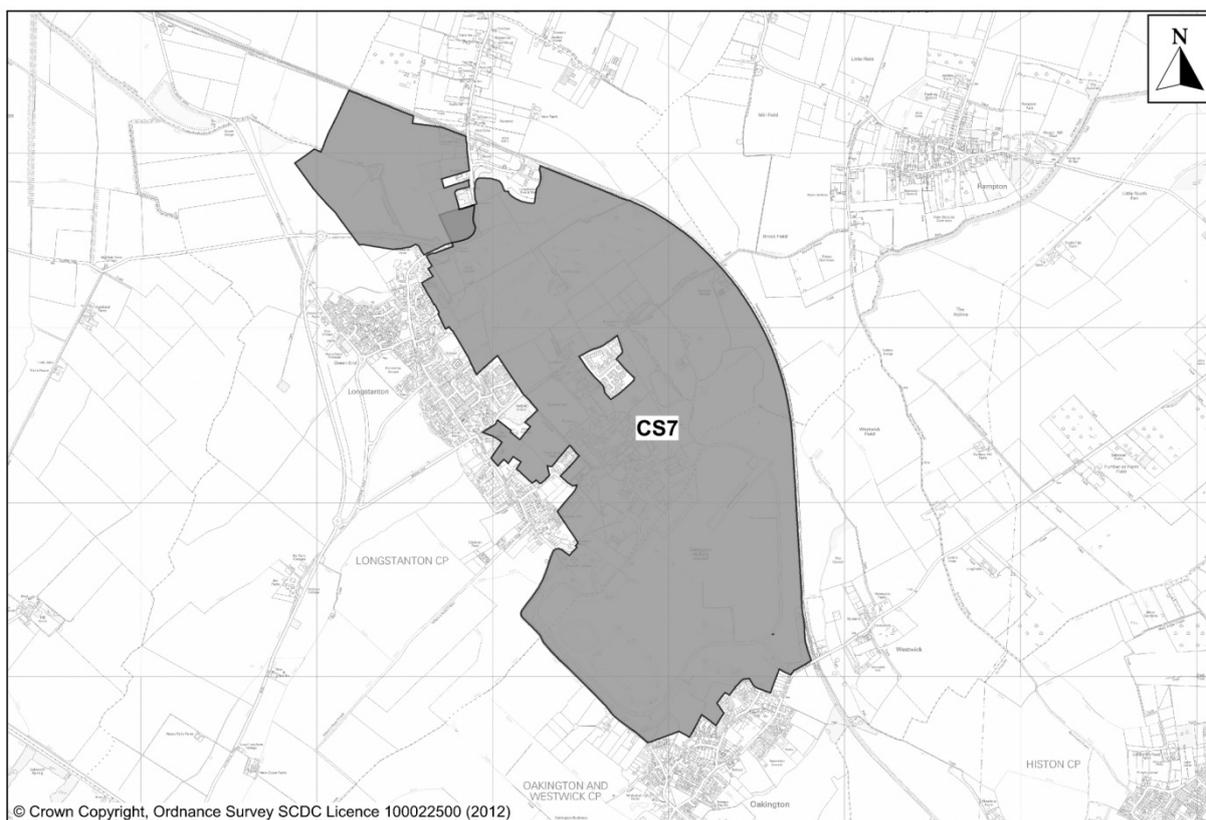
Cons:

- Green Belt – significant impact on the purposes of the Green Belt;
- Access constraints – Currently limited access to site through A14 underpass, unsuitable for high volumes of traffic. Proposes new road along Mere Way from Butt Lane, a public right of way;
- Need to demonstrate highway capacity on the A14 and local roads;
- Limited existing walking and cycling access to site. Separated from city by A14 / A10. Underpass to rear of Regional College a particular constraint;
- Relatively long walk from guided bus and Park and Ride . Due to distance does not meet definition of High Quality Public Transport;
- Isolated from existing or new community;
- Potential impact on existing Travellers Site;
- Adjoins the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Potential impacts on Milton A14 junction, need to demonstrate strategic highway capacity.

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

Site Option CS7: Northstowe

District:	South Cambridgeshire
Ward / Parish:	Longstanton / Oakington and Westwick
Area:	432ha (with additional 60ha strategic reserve)
Potential Capacity:	Community Stadium



Description:

The new town of Northstowe is located between Oakington and Longstanton, on the route of the Guided Busway, and is planned to accommodate up to 9,500 dwellings and a range of other services, facilities, and employment. The Northstowe Development Framework was agreed in 2012, and South Cambridgeshire District Council has resolved to grant planning permission for the first phase of development

Pros:

- Opportunity to integrate facilities into new town;
- Located on route of the Guided Bus (with links to new station), and existing park and ride facilities;
- Not in the Green Belt.

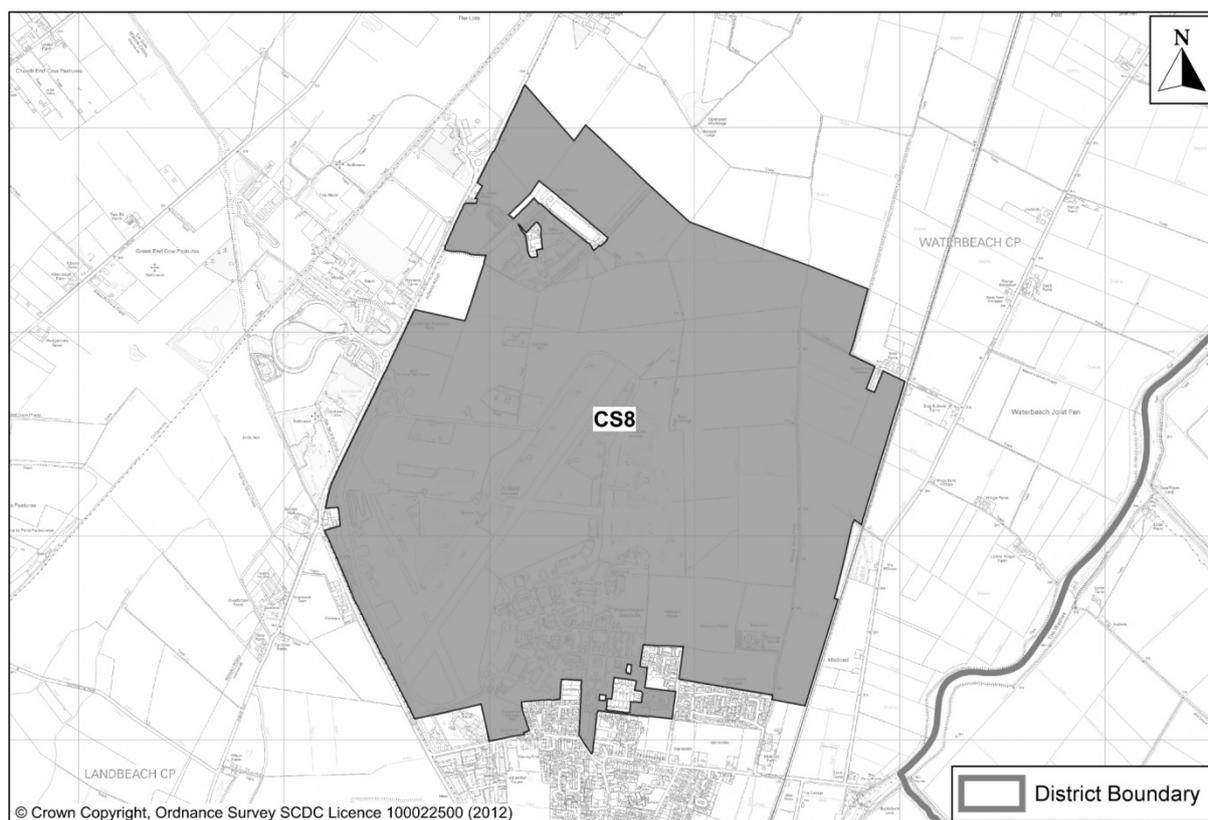
Cons:

- Development Framework Plan already agreed, and it has been resolved to grant planning permission for the first phase;
- Tight land budget to accommodate all the uses needed in the town. Inclusion of facilities could impact on ability to deliver other uses;
- 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Constraints of the A14 could mean there would only be highway capacity later in the plan period.

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

Site Option CS8: Waterbeach New Town Option

District: South Cambridgeshire
Ward / Parish: Waterbeach
Area: 558ha or 280ha
Potential Capacity: Community Stadium



Description:

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750).

Pros:

- Opportunities to deliver site as part of town master plan and to integrate stadium to act as community hub;
- Greater flexibility at early planning stage;
- Near to a Waterbeach Railway Station as part of the new town;
- Not in the Green Belt.

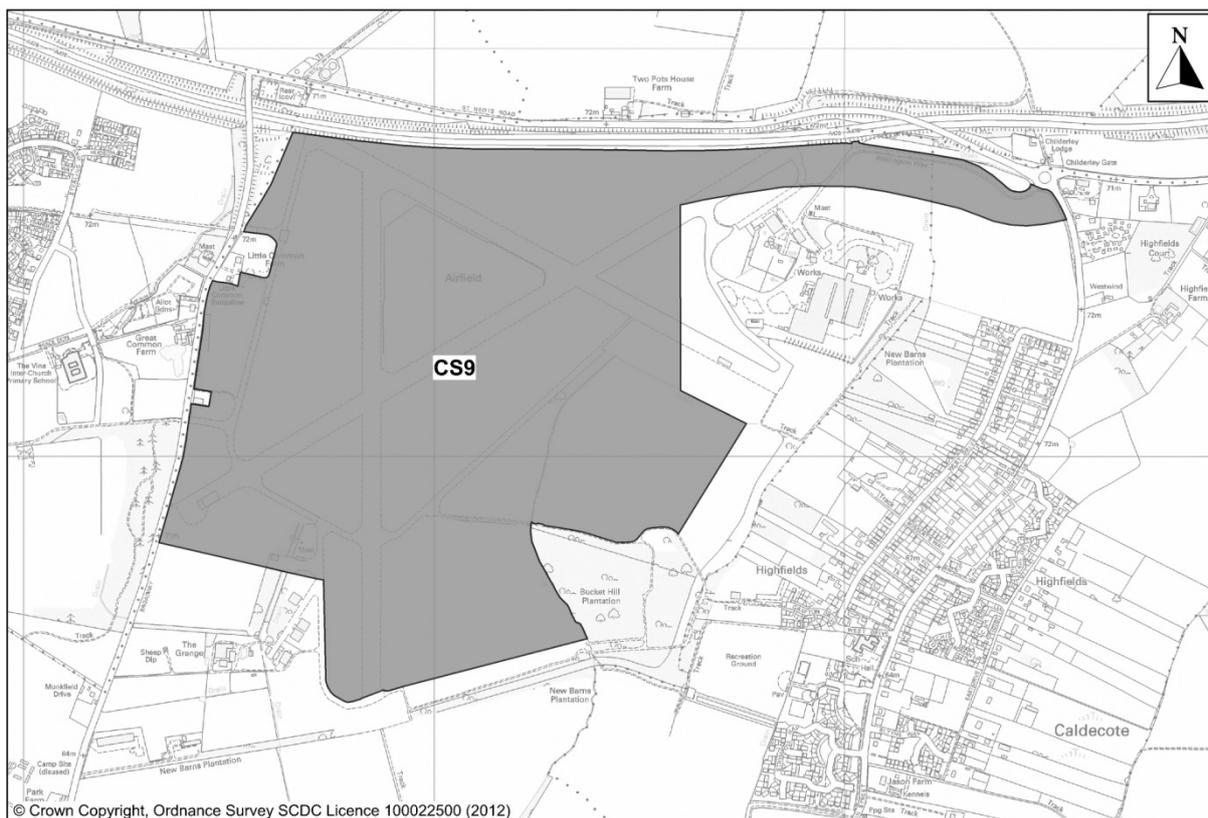
Cons:

- 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Significant infrastructure requirements could mean only deliverable later in the plan period;
- Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement;
- Waterbeach new town is only an option at this stage.

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

Site Option CS9: Bourn Airfield New Village Option

District: South Cambridgeshire
Ward / Parish: Bourn
Area: 141ha
Potential Capacity: Community Stadium



Description:

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option for a new village on Bourn Airfield, east of Cambourne, with a capacity of 3,000 to 3,500 dwellings.

Pros:

- Opportunity to integrate community stadium into a new settlement, at very early stages of planning;
- Land not in the Green Belt.

Cons:

- 10km from Cambridge City Centre;
- Poorest non-car access of all sites tested. Limiting walking and cycling access from Cambridge. Does not have access to high quality public transport. 12km from railway station;
- Proposal for a new village, conflict with sequential test for major town centre facilities;
- Conflict with desire of Cambridge United for a Cambridge location;
- Bourn Airfield new village is still only an option at this stage.

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

Ice Rink and Concert Hall

- 10.14. The Cambridge Sub-Regional Facilities Review identified that analysis in the Cambridgeshire Horizons studies showed that there is demand for an ice rink with a sufficient population catchment similar to a number of other facilities in the country. The Major Sports Facilities Strategy recommended that an ice rink be developed with a vision to provide an ice centre that offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc.) with a focus on providing opportunities for community, local clubs and the University of Cambridge.
- 10.15. Whilst a group known as Cambridge Leisure Ice Centre (CLIC) looked at various locations including North West Cambridge, Cambourne and West Cambridge, no firm proposals have been put forward. A facility would be much smaller than a community stadium, and there could be more options regarding location.
- 10.16. The Cambridgeshire Horizons Arts and Culture Strategy concluded that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for a large scale music venue. It would still be necessary to demonstrate a need and demand for such a facility, and consider the costs and benefits. Given its scale, Cambridge East was suggested as a possible location for a purpose built concert hall, but the main airport site is no longer anticipated to come forward for redevelopment until at least 2031.
- 10.17. Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy that would provide a framework for considering any proposals for sub-regional facilities, so that should proposals come forward they can be appropriately considered. This would need to be read alongside other policies of the plan addressing more general planning considerations. Principles could include:

Policy Principles for an Ice Rink and Concert Hall

- Provide evidence of significant cultural and recreational importance to justify the need for a facility, and that it is viable and deliverable;
- As main town centre uses, a sequential approach to development has been applied, seeking City Centre locations before considering edge of centre and out of centre locations;
- Utilise opportunities to create a positive landmark by virtue of high quality design, scale and massing of a development, considering relationships with surrounding buildings and the public realm;
- Consider impact of traffic movement generated at peak times e.g. event days, as well as at other times;
- Maximise use of public transport and non-motorised modes of transport;
- Consider impact of parking and movement of pedestrians in the surrounding area with regard to community safety and linkages to transport hubs.

Question 8:

A: Rather than identifying specific sites, should the Local Plans include a general policy to assist the consideration of any proposals for sub regional facilities such as ice rinks and concert halls, should they come forward?

B: Are the right principles identified? If not, what should be included?

Please provide any comments.

