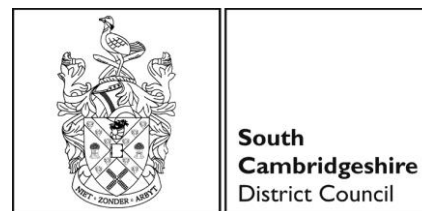


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19 June 2020

To: The Leader – Councillor Bridget Smith  
Deputy Leader (Statutory) – Councillor Dr. Aidan Van de Weyer  
Members of the Cabinet – Councillors Neil Gough, Bill Handley, Dr Tumi Hawkins, Hazel Smith and John Williams  
Quorum: Majority of the Cabinet including the Leader or Deputy Leader (Statutory)

Dear Councillor

You are invited to attend the next meeting of **CABINET**, which will be held on **MONDAY, 29 JUNE 2020 at 10.00 a.m.** The meeting will be held virtually and a web link to enable members of the press and public to view, or listen to, the proceedings will be published on the relevant page of the Council's website, normally, at least 24 hours before the meeting.

Yours faithfully  
**Liz Watts**  
Chief Executive

**The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.**

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## AGENDA

## PAGES

- |    |  |         |
|----|--|---------|
| 1. | <b>Leader's Announcements</b>  |         |
| 2. | <b>Apologies for Absence</b><br>To receive Apologies for Absence from Cabinet members.   |         |
| 3. | <b>Declarations of Interest</b>  |         |
| 4. | <b>Minutes of Previous Meeting</b><br>To authorise the Leader to sign the Minutes of the meeting held on 6 May 2020 as a correct record.   | 1 - 4   |
| 5. | <b>Public Questions</b>  |         |
| 6. | <b>Issues arising from the Scrutiny and Overview Committee</b>   | 5 - 8   |
| 7. | <b>North East Cambridge Area Action Plan (Key)</b><br>Appendices B to K are available on South Cambridgeshire District Council's website by visiting <a href="http://www.scambs.gov.uk">www.scambs.gov.uk</a> > Your Council and Democracy and following the links from Meetings and Councillor Information. | 9 - 304 |

<b>8.</b>	<b>Greater Cambridge Local Plan: Issues and Options Feedback and Next Steps (Key)</b>	<b>305 - 358</b>
<b>9.</b>	<b>Update of Greater Cambridge Local Development Scheme (Key)</b>	<b>359 - 382</b>
<b>10.</b>	<b>Health and Wellbeing Strategy</b>	<b>383 - 416</b>
<b>11.</b>	<b>Establishment of Additional Liaison meetings</b>	<b>417 - 424</b>
<b>12.</b>	<b>Zero Carbon Communities Grant Scheme</b>	<b>425 - 452</b>
<b>13.</b>	<b>Resident Involvement Strategy (Key)</b>	<b>453 - 476</b>
<b>14.</b>	<b>New Build Housing Strategy 2020 - 2025 (Key)</b>	<b>477 - 492</b>
<b>15.</b>	<b>Quarter 4 Performance Report</b>	<b>493 - 502</b>
<b>16.</b>	<b>Review of Barriers to Council Procurement for Small and Medium-Sized Enterprises Task and Finish Group</b>	<b>503 - 536</b>
<b>17.</b>	<b>Exclusion of Press and Public</b> The press and public are likely to be excluded from the meeting during consideration of the following item in accordance with the provisions of Section 100(a)(4) of the Local Government Act 1972 (exempt information as defined in paragraph 3 of Schedule 12A (as amended) of the Act). Paragraph 3 relates to information about the financial or business affairs of any person, including the Authority holding that information.	
<b>18.</b>	<b>Confidential issues arising from the Scrutiny and Overview Committee</b>	<b>537 - 538</b>
<b>19.</b>	<b>Potential Property Acquisition</b>	<b>539 - 546</b>
<b>20.</b>	<b>Potential Property Investment</b>	<b>547 - 598</b>

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**21. GUIDANCE NOTES FOR MEMBERS OF THE PUBLIC FOR REMOTE MEETINGS**

Members of the public are welcome to view the live stream of this meeting, except during the consideration of exempt or confidential items, by following the link to be published on the Council's website.

Any person who participates in the meeting in accordance with the Council's procedure rules, is deemed to have consented to being recorded and to the use of those images (where participating via video conference) and/or sound recordings for webcast purposes. When speaking, members of the public should not disclose any personal information of any individual as this might infringe on the rights of that individual and breach the Data Protection Act.

For more information about this meeting please contact [democratic.services@scams.gov.uk](mailto:democratic.services@scams.gov.uk)

# Agenda Item 4

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Cabinet held on  
Wednesday, 6 May 2020 at 9.30 a.m.

PRESENT: Councillor Bridget Smith (Leader of Council)  
Councillor Dr. Aidan Van de Weyer (Deputy Leader of Council (Statutory))

Councillors:	Neil Gough	Deputy Leader
	Bill Handley	Lead Cabinet Member for Environmental Services and Licensing
	Dr. Tumi Hawkins	Lead Cabinet member for Planning
	Hazel Smith	Lead Cabinet member for Housing
	John Williams	Lead Cabinet member for Finance

Officers in attendance for all or part of the meeting:

Aaron Clarke	Democratic Services Officer
Susan Gardner Craig	Interim Director of Corporate Services
Kathrin John	Democratic Services Team Leader
Heather Jones	Strategic Lead 3C Building Standards
Stephen Kelly	Joint Director of Planning and Economic Development
Peter Maddock	Head of Finance
Jonathan Malton	Cabinet Support Officer
Rory McKenna	Deputy Head of Legal Practice/Monitoring Officer
Sagar Roy	Deputy Head of ICT - Operations
Ian Senior	Democratic Services Officer
Alex Snelling-Day	Green Energy Investment Officer
Jonathan Tully	Internal Audit
Liz Watts	Chief Executive

Councillors Grenville Chamberlain, Dr. Claire Daunton, Dr. Douglas de Lacey, Clare Delderfield, Sue Ellington, Jose Hales, Brian Milnes, Bunty Waters, Heather Williams, Richard Williams and Nick Wright were in attendance, by invitation.

### 1. ANNOUNCEMENTS

Councillor Bridget Smith, the Leader of South Cambridgeshire District Council,, introduced herself and her six Cabinet colleagues, explaining for the benefit of members of the public the role of Cabinet within the Council's decision-making structure. She also introduced key officers and other Members in attendance.

This was the first meeting of the Cabinet to be held virtually using the Microsoft Teams platform and Councillor Bridget Smith asked that everyone be patient as a result.

Councillor Bridget Smith outlined how she intended to conduct the virtual meeting.

### 2. APOLOGIES FOR ABSENCE

There were no Apologies for Absence

### 3. DECLARATIONS OF INTEREST

There were no declarations of interest.

#### 4. MINUTES OF PREVIOUS MEETINGS

Cabinet authorised the Leader to sign, as a correct record, the Minutes of the meeting held on 18 November 2019.

Cabinet authorised the Leader to sign, as a correct record, the Minutes of the meeting held on 4 March 2020t subject to the following:

##### **Minute 10 – Communal Room Review Project**

Removal of the words "...the Local Member's..." from the sentence, in the second paragraph, stating that "Councillor Heather Williams endorsed the local Member's these [sic] comments" so that that sentence states that "Councillor Heather Williams endorsed these comments."

#### 5. PUBLIC QUESTIONS

There were no public questions.

#### 6. ISSUES ARISING FROM THE SCRUTINY AND OVERVIEW COMMITTEE

Cabinet received a report from the Chairman and Vice-Chairman of the Scrutiny and Overview Committee.

#### 7. TRANSFER OF COMMUNITY ASSETS POLICY

Cabinet considered a report examining options for the potential transfer of community assets to relevant third party organisations.

Those present engaged in a short debate and recognised the importance of dealing with a diverse range of assets in a fair, transparent and effective manner.

By affirmation, Cabinet **approved** the draft Community Assets Transfer Policy, attached at Appendix A to the report from the Chief Executive, as the basis for considering requests for the transfer of community assets to relevant community-based organisations.

#### 8. COUNCIL TAX DISCRETIONARY REDUCTIONS POLICY

Cabinet considered a report outlining a refreshed policy and decision-making process for assessing applications for a discretionary reduction in Council Tax, under Section 13A of the Local Government Finance Act 1992.

Noting that assessments would be made by the Head of Finance, with applicants having a right of appeal, Councillor Heather Williams said that the process had to be applied with a degree of flexibility where appropriate.

By affirmation, Cabinet **approved** the Council Tax Discretionary Reduction 13a Policy as set out in Appendix B to the report from the Head of Finance.

#### 9. SHARED SERVICES BUSINESS PLANS

Cabinet considered a report on Shared Services Business Plans for 2020-21.

Councillor Grenville Chamberlain, Chair of the Scrutiny and Overview Committee, said



that members of his Committee had discussed the 3C ICT Business Plan in some detail, and had been encouraged by the efforts made to ensure business continuity across the Authority following lockdown brought about by the Covid-19 pandemic. The Leader endorsed this comment. Those present briefly discussed the 3C ICT Business Plan.

Regarding the Greater Cambridge Shared Planning Business Plan, Councillor Dr. Tumi Hawkins (Lead Cabinet Member for Planning) outlined several developments aimed at improving service delivery and the wellbeing of staff. In response to Councillor Nick Wright, Councillor Hawkins acknowledged the importance of effective performance management in ensuring transparency and overseeing a reduction in workload pressure for officers. Those present discussed other aspects of the Business Plan.

Those present received, noted and discussed Business Plans for 3C Legal, Internal Audit and Greater Cambridge Shared Waste.

By affirmation, Cabinet **authorised** the Shared Services Management Board to approve final amendments to the Business Plans set out in the appendices, namely

- 3C ICT
- 3C Legal
- Greater Cambridge Shared Planning Service
- Internal Audit
- Greater Cambridge Shared Waste Service

in line with comments received from all three partner councils.

#### 10. **EXCLUSION OF PRESS AND PUBLIC**

Cabinet **agreed** by affirmation that the press and public be excluded from the meeting during consideration of item numbers 11 and 12 in accordance with the provisions of Section 100(A)(4) of the Local Government Act 1972 (as amended) (exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Act). Paragraph 3 refers to information relating to the financial or business affairs of any particular person (including the authority holding that information).

#### 11. **SHARED SERVICES BUSINESS PLANS**

Cabinet considered a confidential Shared Services Business Plan for 2020-21.

By affirmation, Cabinet **authorised** the Shared Services Management Board to approve final amendments to the Business Plan set out in the confidential appendix in line with comments received from all three partner councils.

#### 12. **MILTON COUNTRY PARK FINANCIAL SUPPORT**

Cabinet considered an application for a conditional grant.

Councillor Hazel Smith read out a statement from Councillor Anna Bradnam, a local Member.

The Leader made it clear that, should the charity operating the Park collapse then the Park would revert to South Cambridgeshire District Council as landowner.

The Monitoring Officer said that, in the circumstances, he was prepared to see the amount of the grant in the public domain.

By affirmation, Cabinet **recommended to Full Council** that

- (a) South Cambridgeshire District Council issues a conditional grant of £50,000 to the charitable Trust responsible for operating Milton Country Park in two equal instalments of £25,000, the first being advanced in May 2020 and the second no earlier than September 2020;
- (b) The first instalment be subject to the Head of Finance reviewing the Trust's current financial position via bank statements; and
- (c) The second instalment be subject to the Head of Finance reviewing the Trust's Management Accounts in addition to business efficiency measures, fundraising efforts and revised cashflow forecast.

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**The Meeting ended at 11.13  
a.m.**

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# Agenda Item 6



**REPORT TO:** Cabinet 29 June 2020

**LEAD MEMBER:** Councillor Grenville Chamberlain, Chairman, Scrutiny and Overview Committee and Councillor Brian Milnes, Vice Chairman, Scrutiny and Overview Committee

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## Update from Scrutiny and Overview Committee

### Purpose

1. This report is to inform Cabinet of the discussions and recommendations agreed by the Scrutiny and Overview Committee at its meetings which took place on 12<sup>th</sup> March, 14<sup>th</sup> May and 9<sup>th</sup> June 2020, which Cabinet may wish to consider in its decision making.

### Health and Wellbeing Strategy

2. The Scrutiny and Overview Committee considered and commented on the Health and Wellbeing Strategy at its 14<sup>th</sup> May 2020 committee meeting.
3. Committee members commented on the importance of infrastructure and communications allowing people to live where they wanted. Committee members were pleased to see activities for children included and that awareness of physical and mental health was embedded in this. The importance of avoiding duplication between organisations was highlighted and committee members suggested the County Council should be proactively engaged with on transport, particularly in relation to safe cycling.
4. Committee members suggested that a priority be added to the strategy for the Council to proactively engage with other authorities to deliver schemes, such as sustainable clubs, in existing communities as well as new communities.
5. Committee members highlighted the importance of recognising the health and wellbeing needs of those with learning disabilities and that more mention needed to be made of these needs in future versions of the strategy.
6. The committee suggested a section on self-help and support be included in the strategy and that this could do more to address the issues that were leading to young people self-harm.

7. Committee members thanked officers for their work on this strategy which the committee welcomed.

### **New Build Council Housing Strategy**

8. The Scrutiny and Overview Committee considered the Council's New Build Council Housing Strategy at its 14<sup>th</sup> May 2020 meeting.
9. Committee members welcomed the commitment in the strategy to improving the energy efficiency of housing stock and was pleased that the strategy recognised the need for homes for those down-sizing.
10. The committee highlighted the importance of the quality of building design, particularly in villages. The Council had the opportunity to demonstrate this to developers through the quality of design in its new build affordable homes.
11. The committee welcomed this strategy and thanked officers for their work on it.

### **Resident Involvement Strategy**

12. The committee considered the Council's Resident Involvement Strategy at its 9<sup>th</sup> June 2020 meeting.
13. The committee discussed the process for electing tenant representatives to the Housing Board. Members suggested cross party representation of the three councillors on the Housing Board.
14. The committee suggested an additional simplified version of the strategy was produced for tenants and leaseholders.
15. The committee welcomed the strategy and suggested a review of this took place after 12 months.

### **North East Cambridge Area Action Plan**

16. The Scrutiny and Overview Committee discussed the North East Cambridge Area Action Plan in detail at its 9<sup>th</sup> June 2020 meeting.
17. Committee members considered there was much to be proud of in the AAP and had a wide range of comments to make. Some areas of concern and importance raised were:
  - Concern about the use of shared use paths was raised. This was due to the potential conflict between users, particularly given the increased use of electric bikes and electric scooters, the use of which was anticipated to be legalised in future.

- The potential impact of the development on existing neighbouring green spaces such as Milton Country Park was raised. Committee members highlighted the need to ensure enough green space was provided within the development.
  - Concern was raised regarding the impact of the development on achieving zero carbon targets. Committee members pointed out that the development needed to be carbon zero or carbon negative if these targets were to be met.
  - Concerns over sustainability of the water supply was raised.
  - Members noted that the site would actively discourage car use and less car parking would be provided. Committee members highlighted the potential issue of parking displacement with the reduced provision of on plot parking. The need for parking enforcement was highlighted in order to prevent on street parking
  - Members emphasised the need to maintain access to Cambridge North Station from the surrounding villages, along with the need to maintain parking on site.
  - Members highlighted the need to create a sense of place and to create a place where older people also felt comfortable living.
- Considering the impact of the Covid-19 pandemic on working patterns and the potential future increase of home working, committee members highlighted the need for office space to be provided in new houses.

18. Subject to their comments being considered, the committee recommended that Cabinet approves the Draft NECAAP and its supporting documents for a 10-week public consultation.

## **Quarter 4 Performance Report**

19. The committee considered the Council's Quarter 4 Performance Report at its 9<sup>th</sup> June 2020 meeting. Concern was expressed at the increasing spend on bed and breakfast accommodation, however committee members recognised that this had been impacted by the Covid-19 pandemic.

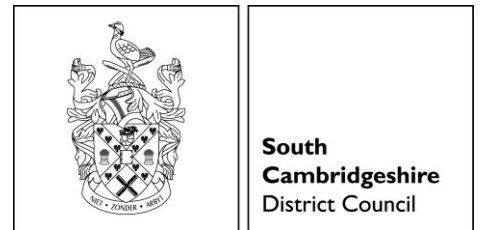
20. The committee requested a report on the impact of home working on the Council, for its July 2020 committee meeting. Committee members are particularly interested in the impact of this on emissions, productivity, and staff wellbeing.

## **Report Author:**

Victoria Wallace – Scrutiny and Governance Adviser 01954 713026

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# Agenda Item 7



**REPORT TO:** Cabinet 29 June 2020

**LEAD CABINET MEMBER:** Deputy Leader (Statutory) – Cllr Aidan Van de Weyer

**LEAD OFFICER:** Stephen Kelly, Joint Director for Planning and Economic Development

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## North East Cambridge Area Action Plan: Draft Plan for consultation (Regulation 18)

### Executive Summary

- 1.1 This report introduces the draft Area Action Plan (AAP) being prepared jointly by Cambridge City Council and South Cambridgeshire District Council that presents the Councils' preferred approach for managing development, regeneration and investment in North East Cambridge (NEC) over the next fifteen years and beyond. It follows public consultation on Issues & Options in February 2019 that sought to elicit views on a wide range of options for how the area might change, the issues and challenges facing the area, and how these might be addressed.
- 1.2 The draft AAP represents a further informal consultation stage in the Plan's preparation, inviting stakeholders and the public to view and comment on the Councils' detailed proposals for development management policies and the contribution individual sites and the district's centres will make, in terms of housing, employment, and social and physical infrastructure, towards delivery of the objectives and vision for the area as a whole.
- 1.3 The draft AAP has been reported to the Joint Local Planning Advisory Group and South Cambridgeshire District Council Scrutiny and Overview Committee on the 2<sup>nd</sup> and 9<sup>th</sup> June 2020 respectively. Section 5 of this report provides a summary of the comments made by both committees, who agreed the recommendations before them.
- 1.4 The draft AAP will be reported to the Cambridge City Council Planning and Transport Scrutiny Committee on the 30<sup>th</sup> June with the same recommendations to publish in July 2020 for a ten-week period of informal public consultation. The outcome of this meeting will be reported orally to that Committee meeting.
- 1.5 An extended period of consultation is in recognition of the summer holiday period and the current circumstances regarding Covid 19 and the implications for consultation and community engagement.

- 1.6 A separate report on the agenda for this Cabinet meeting addresses updates to the Local Development Scheme, for both the North East Cambridge Area Action Plan and the Greater Cambridge Local Plan.

## **Key Decision**

1. Yes

The key decision was first published in the September 2019 Forward Plan.

## **Recommendations**

- 2.1 The Cabinet is recommended to:

1. Agree the name of the AAP be formally changed to the North East Cambridge Area Action Plan;
2. Agree the draft North East Cambridge Area Action Plan (Appendix A); the draft North East Cambridge Policies Map (including amended boundary) (Appendix B) and Topic Papers (Appendix C) for a ten-week period of public consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and that this consultation will also include the evidence documents (listed in the draft AAP with relevant policy and published on the shared planning service website);
3. Agree the Statement of Consultation (Appendix D) including responses to comments received to the Issues & Options (February 2019);
4. Note the findings of the updated Joint Equalities Impact Assessment, Draft Sustainability Appraisal, Draft Habitats Regulation Assessment; and Duty to Cooperate Statement (Appendices E, F, G and H respectively);
5. Delegate authority to the Deputy Leader (Statutory) of South Cambridgeshire District Council and the Cambridge Executive Councillor for Planning Policy and Open Spaces to agree the further Topic Papers as set out at paragraph 4.17 ahead of public consultation.
6. Delegate authority to the Joint Director of Planning and Economic Development, in liaison with the Deputy Leader (Statutory) of South Cambridgeshire District Council and the Cambridge Executive Councillor for Planning Policy and Open Spaces, to make editorial changes to the Draft NEC AAP consultation report (including graphics) and supporting documents (prior to the commencement of the consultation period) to comprise minor amendments and factual updates and clarifications.



7. Note the update on the Fen Road access issues at paragraphs 4.19 and 4.20 in the report. A separate report will be provided on this matter in due course.

## **Reasons for Recommendations**

- 3.1 To confirm the name of the NEC AAP for the purposes of the Local Development Scheme and next stage of work and to reflect that the AAP boundary has been amended to better reflect the areas subject to future development.
- 3.2 To progress the NEC AAP through the various stages of informal and formal consultation on its way to adoption as part of the development plan for Greater Cambridge.
- 3.3 The current stage represents the last informal consultation on the AAP, inviting comment on all aspects of the plan, including the vision and strategic objectives, the emerging spatial framework and proposed development management policies, as well as the supporting evidence base studies, topic papers, and the council's response to previous comments received.

## **4. Background**

- 4.1 South Cambridgeshire District Council and Cambridge City Council are jointly preparing an Area Action Plan (AAP) for the North East Cambridge, which will form part of the statutory development plan.
- 4.2 Policy 15 of the City Local Plan, and Policy SS/4 of the South Cambs Local Plan, allocate the area for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
- 4.3 The 2018 Local Plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the development within the area is affected by the Cambridge Waste-Water Treatment Plant, which is a significant constraint on development of adjoining land. It therefore needs to be noted that development at NEC is not being relied upon to meet current need as referred to in the current local plans and as provided for by the policies and proposals in those plans.

### Cambridge Waste-Water Treatment Plan (WTP)

- 4.4 The City Council and Anglian Water have been successful in a bid for Housing Infrastructure Funding to inter alia, relocate the WTP that, along with the City Council owned former driving centre site, comprises a significant part of the North East Cambridge AAP area referred to as the 'Core Site'.

- 4.5 The proposed relocation of the WTP, will deliver critical water recycling services to residents in and around Cambridge in a new, modern, low-carbon facility. Its relocation will release brownfield land and enable the regeneration of the wider area, making provision for circa 8,000 new homes and around 20,000 new jobs. Further details on the relocation process for the WTP, and the process by which the Core Site is intended to be brought forward for development, are outlined in Appendix I to this report.
- 4.6 The AAP being drafted by the Councils is therefore predicated on the WTP being relocated and is required to support the Development Consent Order application for the relocation of the WTP.

#### Issues and Options consultation 2019

- 4.7 An “Issues and Options” report was published for consultation on 11th February 2019. It included 80 questions for the public and stakeholders to consider and respond to. During the consultation period a programme of drop in exhibition events were held both within the AAP area and neighbouring communities at which a summary leaflet was also distributed. Meetings were also held with the Landowners and Community Liaison Forums. In all, over 1,200 comments were received. These are provided in summary in the attached Statement of Consultation (Appendix D) along with councils proposed response to the matters raised and how these have been considered in preparing the Draft AAP. Further information on the 2019 consultation is available in Appendix I.

## **5. Draft Area Action Plan**

### Purpose of the AAP

- 5.1 The purpose of the AAP is to establish a framework for the comprehensive and co-ordinated regeneration of North East Cambridge, and to set out the means to achieving this through planning and partnership working.
- 5.2 The current draft of the AAP is set out at Appendix A. It should be noted that a final edit of the draft AAP is still being finalised. This is to ensure the draft AAP for consultation is clear, in plain English, any superfluous text is streamlined and the AAP is internally consistent. It has been largely completed up to the end of chapter 5. The graphics and images in the current draft AAP are also being updated for final publication. It is not expected that this editing will materially change the content of the AAP, including the intent of any of the policies, and that the edits made can be dealt with under the delegated authority to the Director of Planning in recommendation 6. If any material change is identified this would be dealt with via a Lead Member decision under delegated authority through recommendation 5.
- 5.3 Being the ‘preferred option’ stage of plan-making, the draft document is much longer than the final AAP will be. This is because this iteration needs to address the previous comments received, how these have been taken into account, outline the reasonable alternatives considered, and set out why the approach being put forward is preferred.

- 5.4 Being mindful of the length and complexity of the issues at consideration, we are proposing different approaches to consultation that seek to engage respondents on 10 big issues. Further details on the consultation methods planned are outlined at Appendix K.

#### Vision, Objectives and Strategy

- 5.5 The vision, strategic objectives and spatial strategy for North East Cambridge are set out in the introductory chapters (1, 2 & 3) of the draft AAP. The purpose of these sections of the document are to set out the kind of place we want North East Cambridge to be like in the future, and to outline the broad development strategy to deliver the vision and objectives. It considers the key issues facing the area that need to be addressed and the strengths and opportunities that need to be enhanced and realised.
- 5.6 The refined vision for the area is “We want North East Cambridge to be an inclusive, walkable, low-carbon new city district with lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods”.
- 5.7 The draft AAP proposes the following mixed-use development:
- Circa 8,000 new homes (18,000 people)
  - 234,500 sqm employment (20,000 jobs)
  - Diversification of employment offer – start-up, incubator, move-on space
  - 3 No primary schools, and including safeguarded land for secondary school if required
  - Community / recreation / culture facilities & open space provision
  - 7,300 sqm retail floorspace (c. 73 shops of a range of sizes)
  - No net loss of Industrial floorspace
- 5.8 The spatial framework, provided at Chapter 3 of the AAP, establishes the key policy interventions required across the area, providing clarity and certainty about how places and strategic sites are to develop and change. This includes:
- strategic walking and cycling connections and links; the creation of a network of green spaces which connect NEC into the wider Fen countryside; the location of four new centres to provide easy access to local amenities; the proposed distribution of land uses across the area including residential, commercial, industrial, and other supporting land uses; and an indication as to the scale and density of new development.

#### Detailed Policies

- 5.9 The subsequent chapters of the draft AAP are all concerned with what needs to happen (the where, when and how) to deliver the vision and spatial strategy for the area. This includes detailed criteria-based policies and design guidance (set out in chapter 4) concerned with environmental and design standards, the provision of mixed-use development, a mix of different housing types, sizes and tenures including a policy target of 40% affordable housing, a range of employment, and other amenities, and sub-area objectives and guidance.

5.10 The last chapter of the draft AAP outlines the proposed delivery and implementation strategy, covering requirements for land assembly, relocations and securing the coordinated delivery social and physical infrastructure. It also has regard to the appropriate phasing of development taking into account the need to ensure development between sites is coordinated and regeneration occurs across the whole area, including on sites with greater constraints than others.

#### Revised NEC AAP Boundary

5.11 The previously consultation proposed the inclusion of the Cambridge Science Park within the AAP area. This is now confirmed. However, as a result, the exclusion of the Cambridge Regional College from the AAP area is now apparent. To ensure the comprehensive consideration of the wider area it is recommended to also include the Cambridge Regional College and car showrooms and garages on Milton Road within the AAP boundary, while removing the Bramblefields Nature Reserve and Nuffield Road Allotment Site because there are no plans or intention to develop these areas. The draft North East Cambridge Policies Map, including the proposed new boundary, is attached at Appendix B.

#### Name of the AAP

5.12 The name of the Area Action Plan was changed for the 2019 Issues and Options consultation from Cambridge Northern Fringe East to North East Cambridge to reflect the extended AAP area, and its location relative to the North West Cambridge Area Action Plan. This change needs to be formally ratified and approved by Members so that it may be amended in the Local Development Scheme.

#### Supporting documents, evidence and topic papers

5.13 The North East Cambridge Area Action is accompanied by a number of supporting documents that are formally required as part of the plan making process and are required to be published alongside the draft AAP for consultation. Further information on the purpose of each is included in the summary at Appendix J and the full documents are attached in the following appendices:

- Statement of Consultation (Appendix D)
- Joint Equalities Impact Assessment (Appendix E)
- Draft Sustainability Appraisal (Appendix F)
- Habitats Regulations Assessment (Appendix G)

5.14 The draft Sustainability Appraisal at Appendix F includes a record of the recommendations that the SA consultants put forward to the emerging draft AAP and also how officers responded to them. The SA will be updated to integrate that information for the consultation, and it is anticipated this update can be dealt with under delegated authority sought at recommendation 6.

5.15 A range of evidence documents have been prepared that have helped inform the draft AAP. They have been published on the Greater Cambridge Shared Planning Service webpages and can be viewed here:

<https://www.greatercambridgeplanning.org/emerging-plans-and-guidance/north-east-cambridge-area-action-plan/draft-area-action-plan-evidence-base-and-supporting-documents/>. These documents will be published with the draft AAP for consultation and are listed below:

- Ecology Study
- Area Flood Risk Assessment
- Surface Water Attenuation Report
- Landscape Character and Visual Impact Assessment
- Typologies and Development Capacity Assessment
- Mixed Use Development: Overcoming barriers to delivery
- Innovation District Paper
- Retail and Town Centre Study
- Community and Cultural Facilities Audit
- Cultural Placemaking Strategy
- NEC Transport Assessment
- Noise Assessment
- Odour Impact Assessment for Cambridge Water Recycling Centre

5.16 Further evidence will be prepared to inform the next formal stage of plan making and the AAP will also draw on evidence being prepared to support the new Greater Cambridge Local Plan. This will include evidence relating to issues such as net zero carbon, site wide energy, heritage impact and townscape character, infrastructure and viability.

5.17 A range of Topic Papers have also been prepared that identify national planning policy and guidance, the evidence documents prepared, plus any other relevant information and consider the preferred approach to be taken in the draft AAP. The Topic Papers supporting the regulation 18 public consultation are listed and attached at Appendix C, but note that many of these will be updated as the AAP progresses to take account of any additional evidence and any revision to the preferred approach in the AAP. Five of the listed Topic Papers are still being finalised and the Lead Planning Members will be asked to agree them under an out of meeting decision ahead of the consultation under recommendation 5. The issues addressed in these topic papers have nevertheless been considered in drafting the AAP. These are:

- Transport Topic Paper - Further transport work including to consider traffic movements on King's Hedges Road and impacts of reduced car parking in the AAP area on surrounding communities, including consideration of any future requirement for controlled parking zones and parking enforcement.
- Internalisation Topic Paper - Considers how to maximise internal trips within NEC to reduce the need to travel by private motor vehicle.
- Health Facilities and Wellbeing Topic Paper - Considers how health facilities and wellbeing can be improved through well designed places and how policies within the AAP can maximise health and wellbeing benefits for future residents and existing residents in the surrounding area. The preparation of this paper has been impacted by health specialists focus on the Covid-19 crisis.

- Environmental Health Topic Paper - Identifies the existing environmental health constraints of the area including air quality, noise, odour, land contamination, ground conditions and lighting.
- Community Safety Topic Paper - Explores the issues of community safety in North East Cambridge and how development should be socially inclusive and safe.

#### Duty to Cooperate

5.18 A requirement of the plan-making process is to engage neighbouring authorities and other specified statutory bodies on your emerging plan focussing, in particular, on cross boundary matters. This is referred to as the 'Duty to Cooperate'. The duty requires on-going constructive and active engagement on the preparation of statutory Plans. A Duty to Cooperate position statement on strategic cross-boundary matters relevant to the preparation of the North East Cambridge Area Action Plan has been prepared (Appendix H). It sets out engagement undertaken to date with relevant prescribed duty to co-operate bodies and the current position on each relevant issue. The proposed approach to the Duty to Cooperate is consistent with the approach proposed for the Greater Cambridgeshire Local Plan (see separate report on this agenda). Duty to Cooperate engagement for North East Cambridge Area Action Plan will, in due course, be integrated where relevant within Duty to Cooperate engagement supporting the preparation of Greater Cambridge Local Plan.

#### Fen Road Access

5.19 The previous round of consultation served to highlight ongoing concerns about the Fen Road level crossing which is currently closed for around 30 minutes in every hour, severing the Fen Road residential and business communities from the wider area for significant parts of the day. Responsibility for the Fen Road crossing lies with Network Rail and its closure is not directly connected to the redevelopment on the AAP area. Whilst some options for improving access to Fen Road might require land within the AAP area to be used, because the development proposed on the NEC site does not require vehicular access to Fen Road, securing a new vehicle access through the AAP area cannot be made a requirement of the AAP framework for development on the site.

5.20 Notwithstanding that responsibility for resolving the crossing issue rests with Network Rail, given the concerns expressed on this issue, officers within the Councils (in parallel with the work on the AAP), have been exploring options for resolving the Fen Road access. Some of these options include access via the North East Cambridge AAP area to deliver that solution. If Network Rail's preferred option requires land within the AAP area, the costs of and impacts upon the AAP will need to be reviewed. For this reason, whilst the current draft of the AAP does not propose a vehicular link (the AAP does include a proposal for a pedestrian/cycle bridge), officers will continue to explore with partners the resolution of the matter so that the outcome of that investigation can be captured in future stages of the process as appropriate.

Consideration by the Joint Local Planning Advisory Group and South Cambridgeshire Scrutiny and Overview Committee

- 5.21 The Joint Local Plan Advisory Group (JLPAG) on 2 June 2020 considered this report. JLPAG endorsed the recommendations of the report.
- 5.22 The South Cambridgeshire Scrutiny and Overview Committee (SOC) on 9 June 2020 also considered this report. SOC endorsed the recommendations of the report.

## **6. Next Steps**

- 6.1 Public consultation on the draft NEC AAP document and accompanying Sustainability Appraisal and Habitat Regulations Assessment is proposed to be carried out for a period of ten weeks starting in July 2020. The elongated consultation period was due to running the consultation over the summer holidays but is also thought appropriate given the current Covid 19 context. Further details on the proposed summer public consultation are provided in Appendix K. The Councils have approved an addendum to the adopted Joint Statement of Community Involvement to reflect government advice on responding to the current Covid 19 situation, including for plan making consultations.
- 6.2 The upcoming round of consultation is important as it is the last informal round of consultation on the draft plan, welcoming comments and suggestions to all aspects of the draft. It also provides the public and stakeholders with the opportunity to be further informed of councils' detailed proposals for NEC, enabling them to highlight any issues relating to policy coverage; the wording of the vision, objectives, policies, and sub area guidance; development mix, quantum, distribution, and form; and to identify potential issues regarding the tests of soundness.
- 6.3 The results of this consultation will be assessed, and the draft NEC AAP will be revised in light of the comments received as appropriate. Further evidence is underway to test the viability of the development proposed and its ability to meet the policy requirements, including the provision of affordable housing and social and physical infrastructure. Both the assessment of representations and the revised NEC AAP will be reported back to both authorities, alongside further appraisals of the impact of implementation on environmental, social and economic considerations.
- 6.4 If both authorities are satisfied that the NEC AAP meets the Government's tests of soundness, the Councils will be requested to endorse the AAP for Pre-submission publication (Regulation 19). Following that decision however, the AAP will necessarily need to be paused to await the outcome of the Development Consent Order (DCO) process for the relocation of the Cambridge Waste Water Treatment Plant, so that there is sufficient certainty of the deliverability of the proposals in the AAP. If the DCO is successful, the NEC AAP can then proceed to pre-submission publication, during which formal representations can be made, followed by formal submission to the Secretary of

State and an Examination in Public. The timescales are covered in a separate report on this agenda proposing an update to the timescales for the Greater Cambridge Local Plan and NEC AAP in the Greater Cambridge Local Development Scheme.

## **7. Options**

7.1 Cabinet members may decide to:

1. agree to approve the draft NEC AAP and supporting documents for public consultation;
2. agree to approve the draft NEC AAP and supporting documents for public consultation with amendments; or
3. not agree to approve the draft NEC AAP and supporting documents for public consultation.

## **Implications**

### **Financial**

1. Currently anticipated to be within current budgets. This will be kept under review alongside other work priorities.

### **Legal**

2. No comments received.

### **Staffing**

3. Currently anticipated to be delivered within our existing budgets. This will be kept under review alongside other work priorities.

### **Risks/Opportunities**

4. The results of the Development Consent Order (DCO) process for the relocation of the Cambridge Waste Water Treatment Plant is yet to be formally started. It is due to be determined in Autumn 2023. If the process is unsuccessful, it would impact on the delivery of the vision identified. The approach to the AAP would be reviewed if the DCO process was unsuccessful. The approach to transport relies on a reduction and transfer of parking that is outside of the Planning Authorities control to implement. Discussions are ongoing as to the mechanisms to achieve



this. There is a further risk over the overall viability and deliverability of the proposed vision for North East Cambridge and this will be assessed as part of the Viability Appraisal study that will inform the pre-submission version of the AAP. The Opportunities are outlined in the Draft AAP.

### **Equality and Diversity**

5. The plan provides an opportunity to address aspects of equality and poverty that can be influenced by the physical environment. A Joint Cambridge City Council and South Cambridgeshire District Council Equalities Impact Assessment, building upon and expanding on that undertaken into the Issues & Options consultation document, was prepared to inform the draft APP, and is attached as Appendix E. The EqIA will be published alongside publication of the draft NEC AAP for public consideration and comment. An Anti-Poverty and Inequality Topic Paper has also informed the Draft NEC AAP (see Appendix C). The two papers will be updated to reflect any further implications identified from the public consultation to inform the future decision-making process on the NEC AAP.

### **Climate Change/Environmental**

6. The plan provides an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence documents, including via the Sustainability Appraisal, which is attached as Appendix F
7. The vision for the site is for it to respond to the climate and biodiversity emergencies and lead the way in showing how we can reach net zero carbon. Policies within the AAP support this vision, with policies related to net zero carbon, climate change resilience, water efficiency, sustainable drainage, promoting sustainable modes of transport and the delivery of green infrastructure. Construction standards for new non-residential development are proposed alongside support for standards such as Passivhaus and the One Planet Living Framework.

### **Consultation responses**

8. The AAP was previously consulted on at the Issues and Option stage in 2014 and the Issues and Options 2 stage in 2019. These comments have been reviewed and considered to inform the preparation of the proposed Draft Plan and are summarised in the Consultation Statement. (Appendix D). Details on the proposed summer public consultation are provided in Appendix K.

## **Alignment with Council Priority Areas**

### **Growing local businesses and economies**

9. The AAP proposes a significant level of jobs growth that will support the wider area and will include a range of employment and types of businesses to meet a wide range of employment needs.

### **Housing that is truly affordable for everyone to live in**

10. The AAP proposes the provision of 40% affordable housing and a range of tenure types to help meet a housing needs including delivering housing that is affordable for people to live in.

### **Being green to our core**

11. The AAP strives towards a net zero carbon development within high levels of internalisation and one that plans positively to deliver net biodiversity gains on this largely brownfield site.

### **A modern and caring Council**

12. The AAP aims to deliver an inclusive development a wide range of homes, jobs, services and facilities to support a mixed and balanced community.

## **Background Papers**

Background papers used in the preparation of this report:

North East Cambridge Area Action Plan: Issues and Options consultation document (February 2019)

<https://www.cambridge.gov.uk/consultations/north-east-cambridge-area-action-plan-issues-and-options-consultation>

Cambridge Northern Fringe Area Action Plan: Issues and Options consultation document (December 2014)

<https://www.cambridge.gov.uk/cambridge-northern-fringe-area-action-plan-issues-and-options-2014>

Adopted Cambridge Local Plan 2018

<https://www.cambridge.gov.uk/local-plan-2018>

Adopted South Cambridgeshire Local Plan 2018

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

## **Appendices**

The Councils have prepared these documents to be compliant with the website accessibility requirements where possible; however, some sections of individual documents may not be fully website accessibility compliant. If you would have problems accessing any sections of the appended documents, please contact the Planning Policy, Strategy and Economy Team by email: [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk) or phone: 01954 713183.

Appendix A: Draft North East Cambridge Area Action Plan: Consultation Document (Regulation 18)

Appendix B: Proposed new Policies Map boundary for Draft North East Cambridge Area Action Plan

Appendix C: Topic Papers

Appendix D: Statement of Consultation for the Draft North East Cambridge Area Action Plan

Appendix E: Joint Cambridge City Council and South Cambridgeshire District Council Equalities Impact Assessment for Draft North East Cambridge Area Action Plan

Appendix F: Draft North East Cambridge Area Action Plan Sustainability Appraisal

Appendix G: Draft North East Cambridge Area Action Plan Draft Habitats Regulations Report

Appendix H: Duty to Cooperate Position Statement

Appendix I: Background to Draft North East Cambridge Area Action Plan

Appendix J: Outline of Supporting Documents for Draft North East Cambridge Area Action Plan

Appendix K: Proposals for Summer Public Consultation on Draft North East Cambridge Area Action Plan

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June 2020

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## Introduction

*[This section will be the landing page on website and intro page in document]*

*[Video on webpage, key graphic in document]*

North East Cambridge is a fifteen minute cycle ride from the city centre and has good public transport links, but it doesn't yet fulfil its potential. Funding from central government's Housing Infrastructure Fund now means that the Cambridge Waste Water Treatment Plant can be relocated, and we can start to imagine what the future of North East Cambridge could look like.

Please answer our ten big questions about our plans for the area. We are currently consulting on the draft Area Action Plan (Area Action Plan), which is the policy framework which will shape how the area is developed. This consultation runs until 25 September 2020 and there are lots of ways you can ask questions, let us know what you think, and get involved. Find out more.

You can answer our ten big questions, and you can also make specific comments on each policy. The policies, and supporting information, are structured in seven sections:

1. Context and objectives
2. The spatial framework for North East Cambridge
3. Climate change, water and biodiversity
4. Design and built character
5. Jobs, homes and services
6. Connectivity
7. Development process

You can find the whole Area Action Plan, supporting research and evidence, and more at our website: [www.greatercambridgeplanning.org](http://www.greatercambridgeplanning.org) in an accessible format and we encourage you to respond online.

# 1. Our vision

## 1.1 Our vision for North East Cambridge

*[Key graphic showing placemaking vision]*

**We want North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.**

We have established some important principles to guide all new development in the area, which respond to the wide consultation on the issues and options for the Area Action Plan:

- North East Cambridge must respond to the climate and biodiversity emergencies and lead the way in showing how we can reach net zero carbon.
- It must have a real sense of place – a lively, mixed-use, and beautiful area which fosters community wellbeing and encourages collaboration at every level.
- It should be firmly integrated with surrounding communities – physically connected, and socially cohesive.
- It will optimise the delivery of new homes, a full range of jobs for all, and provision of local amenities.
- It must be a healthy district where wellbeing, recreation and community safety are built into how it is designed.
- It will be planned around walking, cycling and public transport first, discouraging car use, as a key way to address climate change.

You can read more about these strategic objectives in the section on Context and Objectives.

### 1. What do you think about our vision for North East Cambridge?

## 1.2 Connected and integrated

*[key graphic showing strategic movement network]*

New development in North East Cambridge will not be a segregated community. The Area Action Plan includes new and improved crossings across Milton Road, the A14, the Guided Busway and other major routes, to integrate existing communities with those forming in the new development. People should be able to walk and cycle across North East Cambridge easily and safely, from the villages to the city centre.

The whole of the Area Action Plan area is within a 10 minute cycle ride or a 30 minute walk from Cambridge North station. The street network will enable a

seamless transfer from public transport to walking and cycling, ensuring that those who commute into the area don't need to drive to work.

You can read more about connectivity and reducing car use in the Connectivity section.

## **2. Are we creating the right walking and cycling connections to the surrounding areas?**

### **1.3 Centres for activity**

*[Key graphic showing location of centres and giving an indication of their scale and proposed use mix]*

We are planning four centres within North East Cambridge at key points where they will create active and lively centres serving new and existing residents. Two centres will be located at the edge of the Area Action Plan area, where they will help to serve and integrate new and existing communities – around Cambridge North Station, and on the edge of the Cambridge Science Park near Cambridge Regional College. Another local centre will be created near St John's Innovation Park, and the main district centre – with shops and restaurants, community and cultural facilities – will be located centrally to the main area of new development.

All the centres are located along key walking and cycling routes, making them lively and attractive places for businesses and residents.

You can read more about these centres in the North East Cambridge Centres section.

## **3. Are the new 'centres' in the right place and do they include the right mix of activity?**

### **1.4 Homes and jobs in mixed development**

*[key graphic showing amount of development envisaged in each part of the Area Action Plan area]*

We want development in North East Cambridge to support all parts of our community – building social and economic links, encouraging collaboration and innovation, and creating access for everyone to jobs, training and leisure. Mixed use development is at the core of this, and we want to see business space, industrial space, homes and other uses successfully coexist alongside, above and below each other to make best use of land.

We are planning for a diverse and adaptable range of space for business, from start-ups to industry. This will bring about 20,000 new jobs to the area, through planning



for around 234,500m<sup>2</sup> of new business floorspace, and with no overall loss of industrial floorspace.

Alongside this, we are planning for 8,000 new homes of different sizes and types, and around 3,200 of these will be genuinely affordable (rented and shared ownership) homes.

Read more about Jobs and Homes.

#### **4. Do we have the right balance between new jobs and new homes?**

### **1.5 Social and cultural facilities**

*[key graphic showing what social and cultural facilities will be located where]*

North East Cambridge will provide social and cultural facilities for existing residents living in the surrounding areas, as well as new residents and workers. The Area Action Plan plans for three new primary schools, and sets aside space for a secondary school if it is needed in the future. We also expect development to provide a library, cultural facilities and a community centre. We want these to be located in the activity centres of the district where they can be best used at all times of the day and week.

The Area Action Plan requires that community services, including education and health provision, are provided as they are needed, so that we don't put pressure on existing resources. We also plan to improve existing community facilities in the area, and 'meanwhile' projects, working with existing local communities on short-term and temporary initiatives while the main sites are in development.

Read more about Social Infrastructure.

#### **5. Are we are planning for the right community facilities?**

### **1.6 Building heights and density**

*[key graphic on height/density etc]*

North East Cambridge is a very sustainable place to build – it is brownfield land, with good public transport, walking and cycling links. We want to maximise the opportunity this gives to build a critical mass of new homes and workspace in the area, meaning that more people can lead their daily lives without using the car, and reducing the amount of land we need to develop elsewhere in Greater Cambridge.

We have worked carefully to develop suggested building heights that will not have a negative impact on their context. On most of the site, we think that buildings could be around 4-8 storeys, while at the centre of the site, we are currently proposing that buildings could be up to 13 storeys high to create a visual focus around the central

square. We are working with Historic England on further analysis of building heights on the historic setting of Cambridge, heritage assets and key views across the area.

Read more about our proposed approach to design and built character .

## **6. Do you think that our approach to distributing building heights and densities is appropriate for the location?**

### **1.7 Open spaces**

*[key graphic showing existing and proposed open spaces]*

Alongside lively mixed-use development we want to make sure that everyone has access to good quality public open spaces, to benefit their health and wellbeing. The site is very close to existing parks and natural spaces such as Milton Country Park, and we are going to improve walking and cycling links to these open spaces, as well as their capacity to receive more visitors.

Alongside this, the Plan proposes a range of new open spaces of different kinds. These include a new linear park and other kinds of open space in many locations across the area. Off-site open space is also proposed at Chesterton Fen which is between the Area Action Plan area and the River Cam and will be connected by a new bridge over the railway line.

Read more about our plans for open spaces.

## **7. Are we planning for the right mix of public open spaces?**

### **1.8 Biodiversity**

*[graphic about how NEC will achieve biodiversity net gain]*

All new development in North East Cambridge will be required to prove that it will increase biodiversity in the area – what is known in policy terms as ‘biodiversity net gain’. We propose that this is achieved through a number of different methods.

Firstly we want buildings themselves to integrate biodiverse features such as green roofs, bird and bat boxes and [any other examples]. But we also want to ensure that existing havens for biodiversity in the area are safeguarded and improved. We will ask development to contribute to improvements at key sites for nature including Milton Country Park and Chesterton Fen.

Read more about our plans for biodiversity

## **8. Are we doing enough to improve biodiversity in and around North East Cambridge?**

## 1.9 Discouraging car use

*[key graphic showing approach to trip budget]*

Key to our vision for North East Cambridge is that we should encourage sustainable, active travel and discourage all non-essential car and vehicle traffic. We plan to do this through prioritising walking, cycling and public transport connections in the layout and design of the area, but also through strictly limiting the amount of parking that can be provided by developers. We propose a ‘trip budget’ – a total cap on the number of journeys that new development will generate – and developers will be asked to show how they will ensure that this is met.

We also want to see smart ways to manage deliveries into the area, and we will be safeguarding space for future public transport improvements such as Cambridge Autonomous Metro (CAM).

Read more about our plans for the vehicle trip budget and parking.

### **9. Are we doing enough to discourage car travel into this area?**

## 1.10 Climate change

*[key graphic showing where we expect NEC to reduce carbon emissions vs conventional development]*

Responding to the climate emergency runs through every aspect of our plans for North East Cambridge. Its location means that we can make the area an example of how we can create genuinely low-carbon development – both in terms of the emissions resulting from construction, and the energy use from buildings and the lifestyles of the people who will live and work here.

We are proposing some challenging targets for new development in terms of energy use, water conservation, and of course, limiting how many private cars can be used in the area. We are asking developers to ensure they consider lifecycle carbon costs for their buildings, and that they are designed to be resilient to the climate change that will happen over the coming decades – the warmer summers and wetter winters that we will experience.

Read more about our approach to climate change

### **10. Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?**

## 2. Context and objectives

*Figure 1: Infographic showing drivers for change*

North East Cambridge is a complex area that is locally and strategically important. Its character and context has shaped the objectives of the Area Action Plan, and how the Plan achieves these aims through the spatial framework and policies.

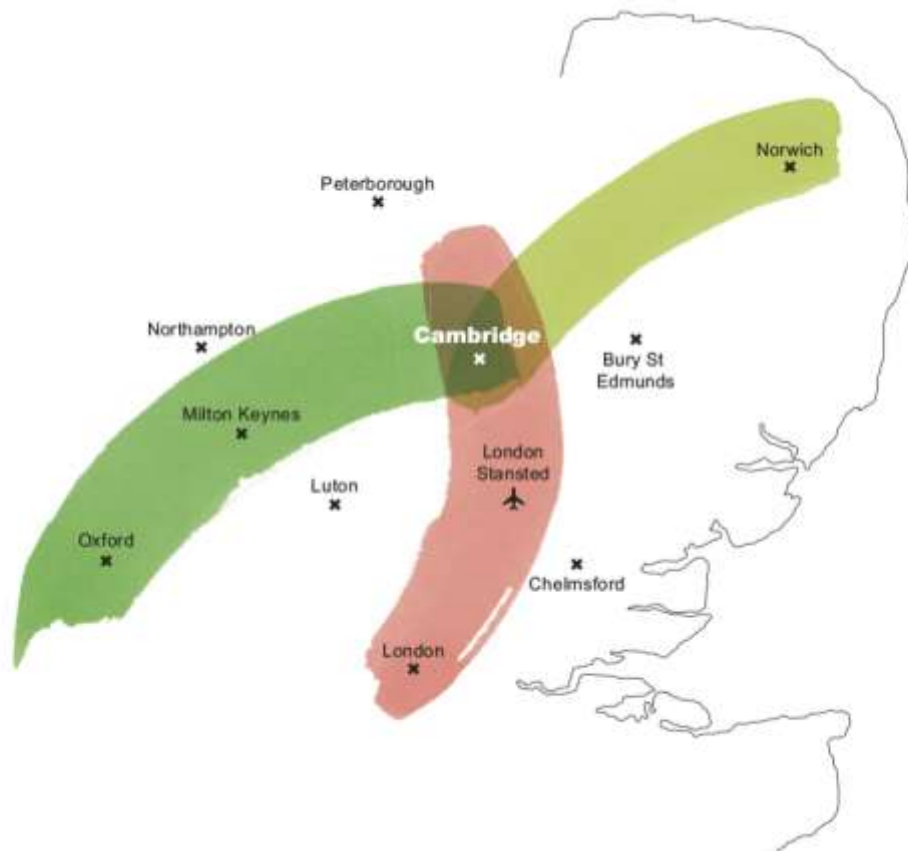
It is important that North East Cambridge makes the most of its accessibility, the amount of land available and its connections locally and regionally. Creating a critical mass of activity in the area will help our economy to compete nationally over the next decades, and can reduce social inequality locally through the range of jobs and homes that are created. This will only be achieved through a comprehensive and coordinated approach to development across the whole of North East Cambridge.

In this section:

- Context
- Strategic objectives
- Policy 1: A comprehensive approach to change at North East Cambridge

## 2.1 Context

### 2.1.1 Location and strategic context



*Figure 2: North East Cambridge in context*

Cambridge has an international reputation based on its world-class university and economic success, which belies its small size. Surrounding the city lies the district of South Cambridgeshire, which although is largely rural, has become home to many of the clusters of high technology research and development.

Cambridge is strategically located within a number of growth and transport corridors, including the London-Stansted-Cambridge UK Innovation Corridor, the Oxford-Cambridge Arc and the Cambridge-Norwich Tech Corridor. The Oxford-Cambridge Arc has been identified by the National Infrastructure Commission as being a national asset in which to support the delivery of new homes, connectivity and opportunities. The government has committed to delivering the East-West Rail project as part of this corridor, which on completion will connect North East Cambridge at Cambridge North Station with Milton Keynes and Oxford in in the early 2030's via a new railway station at Cambridge South.

The North East Cambridge Area Action Plan will play an important role in bringing forward thousands of new homes and jobs along these nationally important corridors, as well as making a significant contribution towards meeting the housing and employment needs of Greater Cambridge.

### 2.1.2 The Area Action Plan site



Figure 3: The Area Action Plan site

The area designated for the North East Cambridge Area Action Plan is situated between the A14 to the north and west, the Cambridge-King's Lynn and Peterborough/ Birmingham railway line to the east, and residential areas to the south. Milton Road – a key arterial vehicle route – divides the area into eastern and western parts. Milton Road leads to the city centre to the south, and continues north as the A10 towards Waterbeach and Ely and NEC therefore lies at a key gateway location into the city. The Cambridgeshire Guided Busway, which runs from Cambridge North Station towards St Ives, partly forms the southern boundary of the Area Action Plan.

These major transport infrastructure routes create a number of environmental constraints to development, including noise and local air quality, which can have an adverse impact on the health and quality of life of both existing and future residents and workers.



To the north of the Area Action Plan site lies the village of Milton, Milton Country Park and the countryside beyond which forms part of the wider Fen landscape. While North East Cambridge currently feels disconnected from this wider landscape, important biodiversity and wildlife corridors from the city to the Fens, such as the First Public Drain, exist in the site area.

NEC today

### 2.1.3 Connections

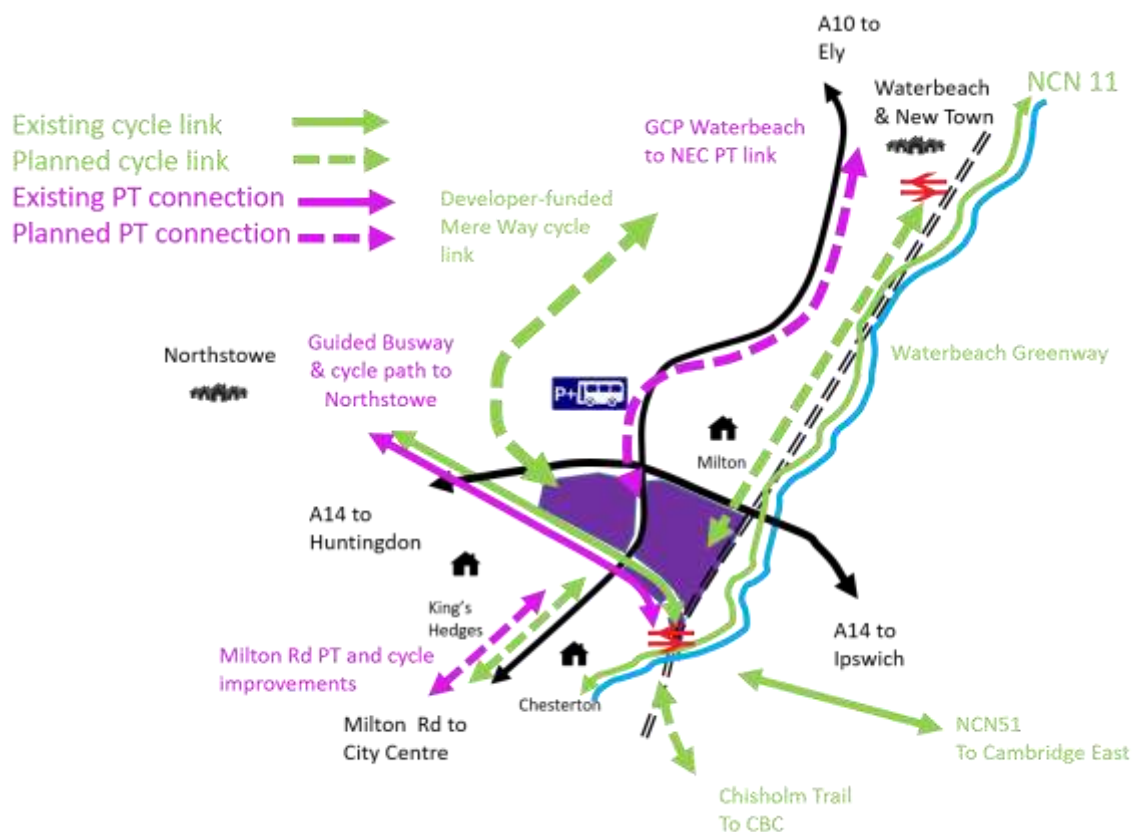


Figure 4: Existing and planned public transport and strategic cycling infrastructure

The site is already well-connected by public transport and strategic cycling routes. It connects to the rail network at Cambridge North station which in turn is connected to the Cambridgeshire Guided Busway, linking to the new town of Northstowe and beyond to St Ives, with two Park & Ride sites at Longstanton and St Ives. A strategic cycle link alongside the Cambridgeshire Guided Busway also links the site to the north west. There is a further Park & Ride to the north at Milton.

Alongside existing public transport connections, the Cambridgeshire and Peterborough Combined Authority (CPCA) has prepared a new Local Transport Plan for Cambridgeshire and Peterborough, which provides the strategic transport planning framework within which North East Cambridge will be developed. A key aim within the draft Local Transport Plan is to connect the region through the

Cambridgeshire Autonomous Metro (CAM) which may also serve North East Cambridge at Cambridge North Station, providing a high frequency transport service that will connect the site with Central Cambridge and the wider area, including to Waterbeach.

A strategic cycle link, the Chisholm Trail, is under construction linking Cambridge North station with Cambridge Station, Cambridge Biomedical Campus and the Trumpington Park & Ride site. Further strategic cycle links are planned to connect Waterbeach new town with Cambridge, including a route along the Mere Way to be provided by developers and the Greater Cambridge Partnership's Waterbeach Greenway.

Through the A10 and North East Cambridge Transport Studies, it is clear that congestion is a key challenge that needs to be overcome on Cambridge's key road corridors. In particular for this site, the Milton Interchange (A14 and A10 roundabout) and Milton Road leading into the city are already at maximum capacity resulting in frequent congestion and delays to journeys. Whilst the existing A14 improvement works may help to alleviate some of congestion on the A14 and A10, long term improvements can only be achieved through significant investment in sustainable alternatives.

#### 2.1.4 Communities



Figure 5: Ward boundaries in North East Cambridge

North East Cambridge is a place of contrasts, both in terms of employment types within the Area Action Plan area and of wealth and poverty between the site and surrounding areas. A number of the existing employment parks within the site are home to both local and international companies, specialising in Science and Technology. Whilst these employment centres form an important part of the



Cambridge Cluster, the largest technology cluster in Europe, the area also contains a number of light and heavy industrial uses which are an important part of the city's local economy. The areas adjoining North East Cambridge to the south and east are largely residential, including East Chesterton as well as King's Hedges, Arbury and Abbey which are within the most deprived wards in Cambridgeshire in terms of multiple deprivation. There is also a large Gypsy Roma Traveller community to the east of the site between the railway line and the River Cam. Combined this creates a jarring physical contrast between the residential areas to the east and south and the modern employment parks within the site.

In Greater Cambridge overall health and life expectancy are well above the national average but within this there are marked geographical and socio-environmental health inequalities. There is a 10 year difference in life expectancy between the most and least deprived wards in the area. Index of Multiple Deprivation scores for North East Cambridge show that the area experiences lower levels of skills, income and greater health inequalities than the rest of the Greater Cambridge. This is also the case with specific vulnerable population groups such as Travellers, older people, people with disabilities, people who are on low incomes or unemployed, and homeless people.

### **2.1.5 Land ownership**

*Figure 6: Land ownership within the Area Action Plan boundary*

Land ownership within the Area Action Plan is fragmented but there are a handful of larger sites which are in single ownership. This includes Cambridge Science Park (Trinity College) St John's Innovation Park (St John's college), Cambridge Business Park (The Crown Estate), Trinity Hall Farm Industrial Estate (Trinity Hall Farm/Dencora) and Cambridge Regional College which is owned by the college themselves.

The Waste Water Treatment Plant is owned by Anglian Water and, together with the Cowley Road golf driving range and former Park and Ride site (owned by Cambridge City Council), forms the site which is subject to the Housing Infrastructure Fund.

The land around Cambridge North Station and the former railway sidings are owned by Network Rail and a development consortium has been formed to bring forward this land for development. This is formed of Network Rail as landowner as well as Brookgate and DB Schenker.

The remaining sites within the plan area, including Nuffield Road and Cowley Road Industrial Estates are made up of a number of different landowners including Cambridge City Council.

## 2.1.6 Planning context



*Figure 7: The Area Action Plan's place in the planning policy framework*

The North East Cambridge area crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council. The Councils have a shared planning service which covers the area known as Greater Cambridge. Through their respective adopted Local Plans, the Councils have identified a number of major development sites across Greater Cambridge including North East Cambridge. As the Area Action Plan area crosses the administrative boundary of both Cambridge City Council and South Cambridgeshire District Council, the planning policies of each council will apply within their district for those matters not covered with the Area Action Plan.

The existing separate local plans will be superseded in due course through the preparation and adoption of the Greater Cambridge Joint Local Plan. In early 2020 the Councils undertook a Local Plan Issues and Options consultation to explore the key themes that will influence how homes, jobs and infrastructure will be planned. The consultation was based around four big themes; climate change, biodiversity and green spaces, well being and social inclusion and great places. Similarly, this Area Action Plan identifies these big themes throughout, and are an intrinsic part of the plan, from the site wide objectives to specific policies which set out how these big themes can be delivered at North East Cambridge.

The policies in the existing local plans allocate the site for a high-quality mixed-use development with a range of supporting uses, where matters related to site capacity and the viability, phasing and timescales of development will be addressed in this Area Action Plan. It is anticipated that development at North East Cambridge will

make a significant contribution to the housing and employment needs of Greater Cambridge.

Part of the eastern part of the Area Action Plan site is the Anglian Water Waste Water Treatment Plant, which is an essential piece of infrastructure that serves Cambridge and surrounding areas. The adopted Cambridge and South Cambridgeshire Local Plans identified this broad area for development and noted that a new treatment works facility either elsewhere or on the current site will be undertaken as part of the feasibility investigations in drawing up the Area Action Plan. Feasibility studies are now complete and relocation off-site is the option moving forward.

In March 2019, the government announced that the Cambridgeshire and Peterborough Combined Authority and Cambridge City Council had been successful in securing £227 million from the Housing Infrastructure Fund (HIF) to relocate the waste water treatment plant off-site to enable the Area Action Plan area to be unlocked for comprehensive development. The relocation project will be led by Anglian Water who will consult with the local community before submitting a Development Consent Order (DCO) application to the Planning Inspectorate. This Area Action Plan has been prepared to provide the necessary site specific planning policies to guide future development following the off-site relocation of the existing waste water treatment plant.

Cambridgeshire County Council is the Minerals and Waste planning authority for the area. The county-wide planning policies that form the context for the Area Action Plan are set out in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plan (February 2012). These plans are currently in the process of being reviewed and the preparation of a single joint Minerals and Waste Local Plan is being produced. The preparation of this Area Action Plan has been informed by both the adopted and emerging plans.

Parts of North East Cambridge and its immediate surroundings are the subject of several adopted County minerals, waste management and transport planning policies. The waste management designations and safeguarding areas relate to the protection of existing waste facilities (Anglian Water's Waste Water Treatment Plant and Veolia's Waste Transfer site, and the Milton Landfill site). These seek to ensure that the future operation of these essential facilities is not prejudiced by future development, which therefore must be compatible with the existing waste management uses. They also relate to finding replacement waste facilities in the area. The transport designations in the County's Minerals and Waste Plan focus on the retention and safeguarding of the strategic railheads and associated aggregates operations on the Chesterton Rail Sidings. Across the Area Action Plan area there has been a long history of industrial type uses on the site, including industrial manufacturing and processes and the Waste Water Treatment Plant. As a result, land contamination is another development constraint that will need to be comprehensively addressed in order for the site to be further developed.

## 2.1.7 How we are developing the Area Action Plan

### *Figure 8: Timeline for the development of the Area Action Plan*

The Area Action Plan has been through two rounds of early engagement to help us understand the key issues, challenges and opportunities facing North East Cambridge:

- Between December 2014 and February 2015, the Councils published an Issues and Options document which asked a series of questions about how best the Councils should plan for development on land to east of Milton Road. At this time the site was known as Cambridge Northern Fringe East.
- From February 2019 to March 2019, a second Issues and Options consultation was undertaken. The Councils did this to reflect the change in the site boundary, which was proposing to include Cambridge Science Park to the west of Milton Road, as well as the Housing Infrastructure Fund (HIF) bid to relocate the Waste Water Treatment Plant offsite, opening up the area for more comprehensive regeneration.

The 2019 Issues and Options consultation presented a new vision for North East Cambridge and identified a number of key planning issues and options for the Councils to consider and explore. Some of the key topics included:

- The approach to managing the mix of land uses and activities;
- Manage vehicle movements and improving access to the site by walking, cycling and public transport;
- Open space, biodiversity and design
- Climate change and sustainability
- Implementation and delivery

We asked for feedback from the public and stakeholders, to help the Councils develop a more detailed set of preferred policy options, which are contained within this plan. In total, over 1,200 comments were made at the 2019 Issues and Options consultation. We have summarised the relevant comments at the start of each policy within the draft Area Action Plan, and stated how the comments have been taken into account when preparing the policy. The full details of the consultation activities and findings are set out within the Consultation Statement, available on the Councils' website at [www.greatercambridgeplanning.org](http://www.greatercambridgeplanning.org).

The Councils have also established several forums which have informed both the preparation of the Area Action Plan as well as our approach to community engagement during the consultation period on this draft plan. There are three North East Cambridge forums:

- The Community Liaison Forum which consists of:
  - Local residents
  - Business owners, and
  - Representatives from community groups
- The Landowner and Developer Interest Liaison Forum which consists of landowner and some leaseholder representatives
- The Local Ward Members Forum which is made up of councillors from both Councils and Cambridgeshire County Council.

The main purpose of the forums is to ensure that the diversity of local concerns, aspirations, challenges and ideas are constructively used to help prepare the Area Action Plan, and our approach to consultation and wider engagement.

The Councils are also engaging with the Duty to Cooperate with affected parties and statutory bodies as defined by planning regulations. This is an on-going process, with the intention that such engagement and cooperation will involve consideration of both the Area Action Plan and the Greater Cambridgeshire Local Plan and will continue through the plan making process.

### **Next steps**

Following this consultation, we will refine the draft policies in response to the comments received and the emerging evidence that the Councils are undertaking. The next version of the Area Action Plan will then be published for a further round of public consultation before the document is submitted to the Planning Inspectorate for an independent public examination.

## 2.2 Strategic objectives

*Figure 9: Infographic showing the strategic objectives for the North East Cambridge Area Action Plan*

**We want North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.**

Five strategic objectives to guide redevelopment at North East Cambridge are set out below:

### 1. North East Cambridge will be a low environmental impact urban district, addressing both the climate and biodiversity emergencies.

- Development will support the transition to renewables, zero carbon, low water consumption and embed the challenge of climate change resilience.
- It will be inherently 'walkable' and allow easy transitions between sustainable transport modes (walking, cycling & public transport) with density linked to accessibility.
- It will be a new model for low private car/vehicle use by maximising walking, cycling and public transport infrastructure, car club provision and EV/alternative fuel vehicle charging provision.
- Green infrastructure will enable everyone to lead healthy lifestyles, and will protect and enhance biodiversity and improve air and water quality.
- Low-tech green solutions will couple with smart city technology in achieving future-proofed and climate adaptable buildings and spaces.

### 2. North East Cambridge will be a characterful, lively, mixed-use new district where all can live and work.

- There will be a range of new homes of different types and tenure, including 40% affordable housing, alongside the services and facilities new residents need.
- Mixed use, flexible and adaptable space for office, research and development and industrial businesses will create a wide range of job opportunities for people living across North East Cambridge and the surrounding areas.
- Beautifully designed places, spaces and buildings will improve wellbeing and quality of life for everyone.

- It will maximise opportunities for collaborative spaces which link educational and business uses reinforced by effective overall communication networks and supported by shops, cafés, leisure and cultural facilities.
- It will make the best and most effective use of land through building to sustainable densities.

### 3. North East Cambridge will help meet the strategic needs of Cambridge and the sub-region

- Development will make a significant contribution to meeting the housing needs of the Greater Cambridge area and the wider Oxford-Cambridge growth corridor.
- It will create an integrated economy that meets the needs of people living and working to create a self-sustaining place.
- It will help to unlock investment in infrastructure, innovation and economic growth in the Greater Cambridge area as well as the Oxford-Cambridge growth corridor.
- Phasing will allow the continued use of strategic site assets such as the Cambridge North East Aggregates Railheads and ensure timely delivery of community facilities and other infrastructure, and management of transport impacts.
- Development will deliver strong and competitive economic growth and prosperity that achieves social inclusion and equality for new residents and the surrounding neighbourhoods alike.

### 4. North East Cambridge will be a healthy and safe neighbourhood

- North East Cambridge will apply principles used by the NHS Healthy New Towns (Putting Health First).
- The health and wellbeing of people will help structure new development and inform decision-making, to create a high quality of life for everyone.
- Healthy lifestyles will be enabled through access to open spaces, sports and recreational facilities, public rights of way, local green spaces and active travel choices.
- North East Cambridge will have a clear urban structure with identifiable centres of activity and a strong sense of community.

- Human health will be at the forefront of design by ensuring that noise, air quality, lighting and odour are key factors in determining the layout and functionality of North East Cambridge.

## **5. North East Cambridge will be physically and socially integrated with neighbouring communities**

- We will make a welcoming, safe and inclusive place that integrates well with surrounding established neighbourhoods and existing environmental constraints.
- Development will be planned and designed to improve access to jobs, services and open spaces for existing residents of neighbouring areas, as well as new residents.
- North East Cambridge will be physically well-connected to its local and wider context, through breaking down existing barriers to movement, and creating new routes for walking and cycling.
- Existing and planned public transport connections will be integrated into the planning of North East Cambridge, enabling travel to and from the area without the use of the private car.



### 3. A spatial framework for North East Cambridge



Figure 10: Key components of the Spatial Framework

North East Cambridge is in various ownerships and will be developed over at least the next 20 years. Individual sites must be developed in line with the Area Action Plan’s overall vision, to ensure the area will become an integrated whole. This section sets out the spatial framework for the area and describes the key elements of this framework. It includes Policy 1: A comprehensive approach at North East Cambridge, which sets out how we will secure coordinated development across North East Cambridge.

#### Core elements of the Spatial Framework:

- Improved accessibility into North East Cambridge from the surrounding communities by walking and cycling, providing new or improved routes to key destinations such as Cambridge North Station
- A comprehensive green network which connects North Cambridge into the wider Fen countryside
- Four new centres, located at key walking and cycling intersections

- A diverse range of land uses including residential, commercial, industrial, community and cultural and retail
- The protection, intensification and diversification of business and industrial floorspace within the existing employment areas
- Carefully planned higher density mixed use development and layout to optimise the Area Action Plan's location and good accessibility



Figure 10A: North East Cambridge Spatial Framework  
[graphic is not complete or styled]



Figure 11: Permitted land uses within the Area Action Plan boundary

## 2.3 Policy 1: A comprehensive approach at North East Cambridge

North East Cambridge will become a new city district, making provision for mixed use development including a wide range of new jobs, homes and community and cultural facilities.

The challenge for the North East Cambridge AAP is to plan development in a sustainable and coherent manner and to ensure that each of its elements is well integrated functionally and physically to create a sustainable new community. The vision for NEC sets out the kind of sustainable community that is envisaged by 2040. However, the path to achieve this vision rests with the strength of the underlying strategic and sub-objectives to deliver it. In this regard, the overarching principles set out below provide a clear direction of how the vision for the AAP will be delivered. It provides the context for the rest of the policies of the AAP.

The councils have and will continue to adopt a collaborative and open approach in developing the AAP. We recognise that the delivery of a comprehensive strategy for NEC will require all parties – public, private and third sector – to work together.

### What you told us previously

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options was highlighted. The opportunity to comprehensively plan the area and relocate heavy industrial uses and remove associated vehicle movements was welcomed, in particular away from existing homes and schools.
- There was overall support for the intensification of employment floorspace across the North East Cambridge area. The opportunity to redevelop existing outdated commercial premises and provide space for Small and Medium Sized Enterprises, retail, recreation and creative interests was highlighted.
- The reuse of brownfield land for development was supported subject to being able to provide viable alternative sites for the existing uses.
- Nevertheless, concerns were raised about displacing existing industrial uses and the need to provide a range of jobs for different skill sets and not exclusively hi-tech.
- Some responses felt that the Trinity Hall Farm Industrial Estate should not be a residential led mixed-use area.
- Some comments highlighted that in planning the new district, the operational needs of existing businesses will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas.

- The need for an evidence-based approach to support decision making about what land uses can be accommodated as part of the North East Cambridge area was highlighted with flexibility allowed. Viable and convenient alternative locations for existing businesses that are not compatible with residential uses need to be found.
- GP and pharmacy provision are needed alongside small economically viable retail space. The cultural offer needs to be planned too with arts and meeting spaces to help the community establish and develop an identity. It was emphasised that there needs to be flexibility in the way in which services and facilities are provided and that meanwhile/interim uses are important alongside maintaining appropriate existing uses.
- There was support for the creation of public space for events and a wider green space network. You felt that there should be a choice of places to go such as restaurants and that a community centre and sports centre should be included in the planning of the new district. All uses should be supported by an easily accessible cycle and walking network to link Cambridge Science Park and Cambridge Regional College to the west with development to the east.

Providing the right facilities to support a walkable place was raised as an important consideration with a secondary school highlighted as an omission. It was felt that a secondary school is a key component to support a new community and community cohesion as well as reducing the need for people to travel elsewhere. **How your comments and options have been taken into account**

- The proposed policy establishes a clear expectation that North East Cambridge will take a comprehensive and placemaking approach to development that will result in a distinctive, high-quality and coherent new city district. Crucial to this is the requirement for development to accord with the Area Action Plan Spatial Framework and other supporting diagrams within the plan, that identify the strategic spatial design requirements across the whole of the plan area.
- The policies within the plan, combined with their supporting diagrams provide a sound basis for the re-provision of existing businesses as part of the overall regeneration plan for North East Cambridge. The need to re-provide existing commercial and industrial floorspace in more efficient forms and in better locations is fundamental to creating a higher density and efficient form of development that will make best use of the site and deliver much needed homes close employment and supported by sustainable transport options.
- A Cultural Placemaking Strategy has been prepared to provide an understanding of what the new District needs beyond the typical 'retail space' to deliver a richer and more complete urban living experience. As such the

comments about the provision of other uses within the North East Cambridge area have been taken forward with an evidence-based approach taken to inform what and how provision should be made.

### **Policy 1: A comprehensive approach at North East Cambridge**

Proposals which contribute to the delivery of the Area Action Plan's vision, strategic objectives, Spatial Framework (Figure xxx), all relevant policies including supporting diagrams, adopted local plans and National Planning Policy Framework, will be approved without delay, subject to a full assessment of the particular impacts of the proposals and securing appropriate mitigation measures where necessary.

To ensure coordinated and comprehensive development and avoid piecemeal development that prejudices the delivery of the strategic objectives and Spatial Framework, proposals brought forward within the Area Action Plan area should address the criteria set out in

#### **Policy 23: Comprehensive and Coordinated Development.**

The councils will work to secure the comprehensive regeneration of NEC during the plan period, in particular the creation of a new high quality mixed-use city district, providing at least 8,000 new homes, 20,000 new jobs, and new physical, social and environmental infrastructure that meets the needs of new and existing residents and workers as well as delivering tangible benefits for surrounding communities. In order to achieve this, the councils will work in collaboration with the County Council, Greater Cambridge Partnership, other strategic partners, and landowners to:

- a) Secure and deliver the interventions and infrastructure needed to deliver the vision and objectives for the area including: the required modal shift in accordance with the North East Cambridge Transport Study; district-wide networks and services; relocations and land assembly; environmental, amenity, and community health and wellbeing standards; a network of functional and multi-use open spaces; and innovative approaches to community facilities provision;
- b) Actively manage the timely delivery and phasing of homes, jobs and infrastructure, taking action where necessary to address or overcome barriers to delivery;
- c) Engage local residents, community groups, schools and colleges, and local enterprises in establishing ongoing partnerships and initiatives aimed at involving communities in shaping the places within North East Cambridge



where they live and work, and to maximise job opportunities for local people in both the construction phase and beyond;

- d) Implement measures to facilitate and administer a low car dependency culture; and
- e) Create a cohesive, inclusive and strong community, including sustainable public sector service delivery in the area.

Details of how the strategic objectives and sub-objectives will be achieved are set out through the subsequent policies and their supporting diagrams in the Area Action Plan.

### Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

At the heart of the vision and overarching principles of the AAP is the key objective to achieve sustainable development, which will create a community where people will choose to live, work and visit. The delivery of this objective will require a clear strategy which is not only about the quantity of development that is planned, but also about where the developments are located and how the developments functionally relate with each other. Consequently, the need to ensure development is supported by the necessary facilities and services and are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The basis for this has been established in the Strategic Objectives, sub-objectives and Area Action Plan Spatial Framework. The measures identified in these objectives will need to be delivered in order to achieve the overarching aim of sustainable development.

The Spatial Framework is not a masterplan but rather a high-level strategic diagram which identifies key development requirements that will help inform and guide subsequent developer masterplans and future infrastructure projects which are brought forward within the plan area. Policy 1 and the accompanying Spatial Framework seeks to ensure comprehensive delivery of the site to fulfil the strategic objectives of the Area Action Plan. Key elements of the spatial framework have been derived from stakeholder engagement and evidence base documents. The spatial framework and supporting diagrams within this plan cover a range of strategic matters including open space provision, the location of the district's centres including community, cultural and education facilities, connectivity and other land uses across the plan area. All development proposals within the plan area should be in accordance with the Spatial Framework, the policies of this plan and their supporting diagrams.

In the areas identified in the land use plan (Figure 11), it is important that development provides a range of commercial spaces including shops, community uses and employment as part of horizontally or vertically mixed-use buildings. Similarly, the supporting plans within the connectivity chapter identify how connectivity by walking, cycling and public transport will be improved across the plan area in a comprehensive and coherent way. They also set out how motorised vehicles will be managed to ensure pedestrians, cyclists and public transport are prioritised in this area. The supporting diagrams within the Area Action Plan provide an illustrative representation of what is described within each of the relevant policies. Development proposals should therefore positively address these diagrams in combination with the relevant policies and overarching Spatial Framework.

The primary purpose of the Area Action Plan is to provide the necessary framework for coordinating a large number of development proposals over several sites, along with investment in infrastructure, across the whole of NEC, over the life of the Plan, and across all partners involved. The councils are committed to working with partners to secure the comprehensive redevelopment of the Area Action Plan area. The Area Action Plan also supports a range of cross-cutting aims of both councils and contributes towards the overarching corporate objectives. The successful delivery of North East Cambridge, relating to both the physical development, supporting infrastructure as well as community cohesion, will require a joined up and coordinated approach from service areas across both councils working alongside landowners, developers, the existing and future communities and voluntary sectors. This joint working is necessary to achieve the ambitious but deliverable vision and strategic objectives set out in this plan.

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Study (2019)
- Cultural Placemaking Strategy (2020)
- Spatial Framework
- Innovation District Paper (2020)
- North East Cambridge Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records (2019-2020)
- National Planning Policy Framework (2019)
- Anti-Poverty Strategy Topic Paper (2020)
- Putting Health into Place, NHS Healthy New Town Principles (2019)
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places
- Employment Land Review (2019)

## **Monitoring indicators**

Through the monitoring indicators of policies 2 - 30

## **Policy links to the adopted Local Plans**

### **Cambridge Local Plan**

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

### **South Cambridgeshire Local Plan**

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station



## 4. Climate change, water and biodiversity

*Figure 12: Infographic showing the Area Action Plan's approach to climate, water and biodiversity.*

In May 2019, the UK government declared a climate emergency, and set a target for carbon emissions in the UK to reduce to net zero by 2050. Both Cambridge City and South Cambridgeshire District Councils also declared a climate emergency in 2019. Achieving net zero carbon requires us to rethink all aspects of planning and placemaking; not just how buildings are designed and constructed, but also siting development where it will be well served by public transport, cycling and walking as well as renewable and low carbon energy.

Addressing the climate emergency is not just about carbon – it involves the sustainable use of all resources, and water is a particular local concern. Biodiversity is also a high priority, both at national and local level. The North East Cambridge Area Action Plan has been fundamentally shaped by the requirement for it to be a low-carbon, low-impact, biodiverse exemplar. This section sets out the policies that will ensure it minimises its negative impacts on the environment, and is resilient and adaptable to the changing climate over its lifetime.

### **Policies in this section:**

- Policy 2: Designing for the climate emergency
- Policy 3: Energy and associated infrastructure
- Policy 4a: Water efficiency
- Policy 4b: Water quality and ensuring supply
- Policy 4c: Flood Risk and Sustainable Drainage
- Policy 5: Biodiversity and Net Gain

## 4.1 Designing for the climate emergency

*Figure 13: Design strategies for climate change adaptation and mitigation in North East Cambridge*

This policy sets out the range of measures that should be an integral part of the design of new development proposals, in order to ensure that new development responds to the climate emergency. These measures will ensure that development in North East Cambridge addresses the twin challenges of climate change mitigation and adaptation, in a way that enhances the environmental and social sustainability of the development.

### What you told us previously

#### **Carbon reduction targets**

- There was clear support for the setting of targets that reflected the climate emergency.
- Decarbonisation of the grid should be considered, to ensure that the redevelopment of the area is not locked into the use of potentially higher emitting technologies over time.

#### **How your comments and options have been taken into account**

- In light of our legal obligations the North East Cambridge Area Action Plan must place development on a clear pathway towards net zero carbon by 2050, giving consideration to all aspects of net zero carbon over which planning has influence.
- Further work is being undertaken to identify what future targets would look like, building on carbon footprint and carbon budget work already undertaken for the area and considering the implications of governments Future Homes Standard on the framing of carbon reduction targets<sup>1</sup>.

#### **Wider approaches to climate change and sustainable design and construction**

- You generally supported the approach outlined for setting clear and measurable targets for sustainability, supporting an aspirational approach to sustainability with some calls for flexibility in how these aspirations were applied.
- There were calls for us to increase the minimum standard for non-residential schemes from BREEAM 'Excellent', which is adopted policy for the rest of Cambridge and already achieved by schemes already under construction at North East Cambridge, to BREEAM 'Outstanding'.

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<sup>1</sup> <https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings>

- Some supported the use of the BREEAM ‘Communities’ standard, while others felt that further work was needed to see if such a standard would secure effective outcomes for the Area Action Plan area.
- You asked us to follow guidance from notable charities and NGOs such as the UK Green Building Council, who have developed a Framework for Net Zero in the Built Environment.
- Many recognised the opportunities that the scale of development at the site presented in terms of energy and water.
- You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

### **How your comments have been taken into account**

- The proposed policy carries forward many of the options previously consulted on, some of which the Councils are required by law to include in its local plans, through the Planning Act (2008). Other elements are supported by the National Planning Policy Framework, which, at paragraph 149, places a duty on local planning authorities to adopt “a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures”.
- The preferred policy will help to ensure that development at North East Cambridge mitigates its climate impacts in terms of reducing emissions, as well as ensuring that the site is capable of adapting to our future climate.
- In terms of construction standards for new non-residential development, as per the option outlined in the 2019 Issues and Options consultation, BREEAM ‘Excellent’ is recommended as the minimum construction rating. BREEAM ‘Outstanding’ represents innovation, with less than 1% of the UK’s new non-domestic floorspace achieving this standard. It is not the Building Research Establishments (BRE) intent for ‘Outstanding’ to be applied to all schemes, but to remain an indicator of innovation. BREEAM ‘Excellent’ represents best practice, being equivalent to the performance of the top 10% of UK new non-domestic floorspace, while a basic rating of BREEAM ‘pass’ represents standard practice. We therefore consider that BREEAM ‘Excellent’ should be the baseline standard for North East Cambridge, but that policy should include an ambition for schemes to target BREEAM ‘Outstanding’, in keeping with the vision of the site being a place for innovative living and working. This would build on the approach being taken on other sites in Cambridge, for example at the University of Cambridge’s West Cambridge site.

- While the focus of policy is on BREEAM certification, the policy is supportive of alternative sustainable construction standards for both non-residential and residential development, for example, the Passivhaus standard.

## Policy 2: Designing for the climate emergency

The principles of sustainable design and construction must be clearly integrated into the design of North East Cambridge. All development proposals shall be accompanied by a Sustainability Statement as part of the Design and Access Statement, demonstrating how their proposal meets the following requirements:

### a) Construction standards

All new major non-residential floorspace, including mixed-use buildings, shall achieve BREEAM 'Excellent' as a minimum. Proposals that seek to exceed this minimum requirement, for example through achievement of BREEAM 'Outstanding' will be encouraged and supported.

Proposals that seek to use the BREEAM Communities standard or other internationally recognised communities' standards, such as the One Planet Living Framework will be supported. Where proposals wish to utilise alternative construction methodologies, for example Passivhaus, early engagement should take place with the Councils to agree the approach and to ensure that it is in keeping with the objectives for North East Cambridge.

### b) Adaptation to climate change

Development must be climate-proofed to a range of climate risks, including flood risk (see Policy 4C and Policy 25: Environmental Protection), overheating and water availability. In order to minimise the risk of overheating, all development must apply the cooling hierarchy as follows:

- i. Reducing internal heat generation through energy-efficient design;
- ii. Reducing the amount of heat entering a building in summer through measures such as orientation, shading, albedo, fenestration, insulation, green roofs and cool materials. All flat roofs must contain an element of green roof provision;
- iii. Managing heat within the building, e.g. through use of thermal mass and consideration of window sizes;
- iv. Passive ventilation;
- v. Mechanical ventilation;
- vi. Only then considering cooling systems (using low carbon options).

Overheating analysis must be undertaken using the latest CIBSE overheating standards (CIBSE TM52 and TM59 or successor documents) and include

consideration of future climate scenarios using 2050 Prometheus weather data<sup>2</sup>. Consideration shall be given to external environmental constraints such as noise and local air quality which will influence the design of certain approaches such as natural ventilation. The interdependence of provisions for acoustics / noise, indoor air quality (ventilation) and controlling overheating is an important consideration when designing a building to provide suitable indoor environmental quality (IEQ).

**c) Carbon reduction**

Development at North East Cambridge must support the transition to a net zero carbon society.

Development must minimise carbon emissions associated with operational energy and construction, including materials, as well as wider emissions, for example those associated with transport. Development must be supported by decentralised renewable and low carbon energy combined with smart approaches to energy infrastructure including energy storage (see Policy 3: Energy and associated infrastructure).

The councils will require an Assured Performance Certification in order to address the performance gap between 'as designed' performance and 'as built' performance.

**d) Water management**

Refer to Policy 4a: Water efficiency, Policy 4b: Water quality and ensuring supply, and Policy 4c: Flood Risk and Sustainable Drainage.

**e) Site waste management**

Development must be designed to reduce construction waste, integrate the principles of Design for Deconstruction, and address the requirements of the RECAP Waste Management Design Guide.

**f) Use of materials**

All major new development must take into consideration the embodied carbon associated with materials using the RICS Whole Life Carbon<sup>3</sup> approach or successor documents. Development must be designed to maximise resource efficiency and identify, source and use environmentally and socially responsible materials, giving consideration to circular economy principles and design for deconstruction.

**g) Futureproofing**

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<sup>2</sup> <http://emps.exeter.ac.uk/engineering/research/cee/research/prometheus/>

<sup>3</sup> RICS Whole Life Carbon Assessment for the Built Environment professional statement 2017

Proposals must be futureproofed to enable future occupiers to easily retrofit or upgrade buildings and/or infrastructure in the future to enable achievement of net zero carbon development.

## Why we are doing this

Relevant objectives: 1

Development at North East Cambridge will take place over 25 years, and as such will take place alongside the UK's transition to a net zero carbon society by 2050, in line with the requirements of the Climate Change Act 2008. For this to be achieved, a holistic approach to sustainable development and reducing the environmental impact of development must be embedded within all development proposals from the outset. This almost always leads to a better design and lower lifetime costs, as options are greater at an early stage and there is more scope to identify options that achieve multiple aims. The proposed policy builds upon the requirements set out in the adopted Cambridge and South Cambridgeshire Local Plans, and further guidance on implementation is contained within the Greater Cambridge Sustainable Design and Construction SPD.

## Carbon reduction targets

With regards to standards for carbon reduction, footnote 48 of the NPPF requires planning policies to be in line with the objectives and provisions of the Climate Change Act 2008. While it is noted that national planning policy currently seeks to restrict carbon reduction standards to a 19% improvement on current 2013 Building Regulations, this is not in line with the objectives and provisions of the Climate Change Act, which require net zero carbon by 2050. For us to achieve this legally binding target, urgent action is needed to address the carbon emissions associated with new development and the planning system has a clear role to play in this, in line with the requirements of Section 182 of the Planning Act (2008).

Local Plans are required by planning and environmental legislation to contribute proactively to meeting national and international climate commitments, notably section 19(1A) of the Planning and Compulsory Purchase Act 2004 (PCPA). It is only by setting local carbon reduction targets by reference to wider national and international targets – and demonstrating proposed policies' consistency with local targets – that it is possible to establish and track an area's contribution to the mitigation of climate change (and for policies to be "designed to secure" that local land use and development mitigates climate change). In this sense, section 19(1A) makes emissions reduction a central, organising principle of plan-making. Further work to inform the development of a carbon reduction target for Greater Cambridge is currently being undertaken, and this will inform the preparation of specific targets.

## **Standards for sustainable design and construction**

Sustainable design and construction is concerned with the implementation of sustainable development in individual sites and buildings. It takes account of the resources used in construction, and of the environmental, social and economic impacts of the construction process and how buildings are designed and used. While the choice of sustainability measures and how they are implemented may vary substantially between developments, the general principles of sustainable design and construction should be applied to all scales of development.

Nationally described sustainable construction standards have been developed for new non-residential and mixed-use development, utilising the BREEAM methodology. While this requirement does not apply to minor development, such developments should still demonstrate how the principles of sustainable design and construction have been integrated into their design through the submission of a Sustainability Statement. The Councils will be supportive of innovative approaches to meeting and exceeding the standards set out in policy and are supportive of alternative approaches to the BREEAM methodology, subject to early discussion as part of the pre-application process. Standards such as Passivhaus, the WELL Standard, the One Planet Living Framework and Leadership in Energy and Environmental Design (LEED) could be utilised. The Councils would also be supportive of the construction standards for residential development at the site, for example the Home Quality Mark or Passivhaus. At this stage, there is an aspiration in policy to see at least one building on the North East Cambridge site delivered to the BREEAM 'Outstanding' standard. Further work will be undertaken to assess the viability of this aspiration in order to cement this policy requirement.

The above requirements will be viability tested to inform the next version of the Area Action Plan.

## **Evidence supporting this policy**

- Greater Cambridge Local Plan Net Zero Carbon Evidence Base (currently in development)
- Site Wide Energy and Infrastructure Study and Energy Masterplan (currently in development)
- Climate Change Topic Paper
- Health and wellbeing Topic Paper
- Viability Study
- Waste Collections Operations Topic Paper

## **Monitoring indicators**

- An increase in the number of non-residential completions delivered at BREEAM 'excellent'/'outstanding' with maximum credits for water consumption;

## **Policy links to the adopted Local Plans**

### **Cambridge Local Plan 2018:**

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use

### **South Cambridgeshire Local Plan 2018:**

- Policy CC/1: Mitigation and adaptation to climate change
- Policy CC/3: Renewable and low carbon energy generation in new developments
- Policy CC/4: Water efficiency
- Policy CC/6: Construction methods



## 4.2 Low carbon energy and associated infrastructure

In order to deliver a low carbon city district, an integrated approach to identifying the energy needs of the development, the appropriate technologies and opportunities for decentralised energy, and the infrastructure required to support rapid decarbonisation is needed. This policy ensures that this approach is embedded at an early stage, via the development of a site-wide energy and infrastructure study and energy masterplan, in order to support carbon reduction targets for the site.

### What you told us previously

- You told us that there were opportunities for the development of a site wide approach to energy. You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

### How have we taken this in account

- We have developed the policy below to maximise the opportunities that the area presents in relation to site wide energy and aims to ensure that the infrastructure to support development and the transition to net zero carbon is identified and provided early in the development of the site.

### Policy 3: Energy and associated infrastructure

In order to support the transition to net zero carbon and delivery energy efficiency, an Area Action Plan wide approach to energy and associated infrastructure should be investigated and, where feasible and viable, implemented.

### Why we are doing this

Relevant Objective: 1

To support the role that North East Cambridge has to play in delivering a low environmental impact city district, the Shared Planning Service have commissioned the development of an Energy and Infrastructure Study and Energy Masterplan for North East Cambridge. This will consider the energy options and associated infrastructure requirements needed to support the energy demands of the development and the transition to net zero carbon, giving consideration to energy use in buildings and that required for transportation. It will also give consideration to the development of local energy communities and local collaboration and options for community ownership of decentralised energy opportunities that may arise from the energy masterplan.

The energy masterplan will help to identify opportunities for decentralised energy including district energy systems and overcome infrastructure constraints at an early stage in the development of North East Cambridge and promote innovative smart energy approaches to overcoming such constraints. This work will be subject to viability testing as part of the preparation of the Area Action Plan and further policy development.

### **Evidence supporting this policy**

- Greater Cambridge Local Plan Net Zero Carbon Evidence Base (currently in development)
- Site wide energy and infrastructure study and energy masterplan (to be prepared)
- Climate Change Topic Paper
- Smart Infrastructure Topic Paper: Future Mobility
- Smart Infrastructure Topic Paper: Environmental Monitoring
- Infrastructure Study
- Viability Study

### **Monitoring indicators**

- Installed capacity of renewable and low carbon energy alongside storage capacity and EV charge point capacity
- Amount of additional grid capacity required
- Other indicators to be confirmed.

### **Policy links to the adopted Local Plans**

#### **Cambridge Local Plan 2018**

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

#### **South Cambridgeshire Local Plan 2018**

- Policy CC/1: Mitigation and adaptation to climate change
- Policy CC/2: Renewable and low carbon energy generation
- Policy CC/3: Renewable and low carbon energy in new developments
- Policy TI/8: Infrastructure and new developments

## 4.3 Water

It is important that development at North East Cambridge responds to the climate emergency and local water resource issues through minimising water use as far as possible, ensuring that water and sewage infrastructure is adequate and maintains water quality in the area, and minimises flood risk now and in the future. The policies in this section set clear standards and expectations for development across all water related issues.

### What you told us previously

#### Water efficiency

- You recognised that the scope to maximise the potential for water recycling, stormwater and rainwater harvesting measures as part of the design needs to be explored although acknowledging that brown water recycling should be undertaken in an effective and sustainable manner. A site wide approach to water supply should be explored early on. The highest levels of water recycling in compliance with maximum BREEAM credits for water efficiency should be sought including an understanding of maintenance and carbon efficiency.
- You raised the need for planning to take full consideration of climate change and water stress, with some respondents noting issues surrounding water abstraction and the impacts that this is having on the River Cam and other local watercourses.
- The Environment Agency supported early consideration of integrated approaches to water management that considers not just flood risk but also water resource availability.
- Cambridge Water were supportive of setting the highest possible standards for water efficiency with reference to 80 litres/person/day for residential development.

#### **How your comments and options have been taken into account**

- In terms of water efficiency, due to the levels of water stress facing Cambridge, the policy requires the use of the national technical standard of 110 litres/person/day for all new residential development, and the specification of a set number of BREEAM credits for non-residential development (of between 3 and 5 credits under Wat 01). However, it is noted that these targets alone may not be sufficient to secure long term sustainability of water supply, and it is noted that in their response to the 2019 Issues and Options consultation, Cambridge Water reiterated their support for the setting of an 80 litre/person/day standard for all residential development at the site.

- While national planning policy currently prevents the Councils from setting more ambitious targets for water efficiency in residential development, it is considered that the area could, due to a number of factors, represent an opportunity for an areawide approach to water reuse as part of an integrated approach to water management, and as such policy in the Area Action Plan should promote this approach. We haven't placed an obligation or provided a policy criterion for decentralised water supply as we do not have an evidence base to demonstrate this could work at an Area Action Plan scale. We would need assurances that the critical scale for a decentralized network to operate effectively would not undermine the strategic water supply function for the site.
- The policies reflect the concerns made in relation to demand and water stress including climate change impact within the criteria and also stipulates the integration requirements between water management and green infrastructure.

### **Water quality and demand**

- You suggested that a full investigation is required to ensure any remedial work on water contamination is fully explored and considered and that this would be required as part of a planning condition.
- Further commentary was received relating to integrating water management with SUDS, water use/recycling and green infrastructure for North East Cambridge with an innovative management strategy.

### **How your comments and options have been taken into account**

- In terms of site water contamination remediation, the policy places clear emphasis on the contamination impact associated with the First Public Drain. The policy states that an obligation will need to be secured by the developer to carry out a water quality assessment and propose a mitigation management and maintenance plan.

### **Flood risk and sustainable urban drainage**

- You raised concerns about the relocation of the Cambridge Waste Water Treatment Plant and its impact on flood risk, neighbouring communities, green belt and the environment. You also felt that the suitability of relocation options for the Waste Water Treatment Plant should be picked up in a Water Cycle Study.
- You commented that opportunities should be made for provision of on-site water management integration with sustainable urban drainage systems (SuDS), green infrastructure and water use/re-use including management

innovation and to ensure that this interaction is an integral element of any initial design stage.

### **How your comments and options have been taken into account**

- The policy and subsequent Sustainability Appraisal and Water Cycle Study will address the impacts of the relocation of the Waste Water Treatment Plant on development at North East Cambridge. However, it is not for either the policy or accompanying Sustainability Appraisal to assess the relocation, this will be subject to its own assessment as part of the consent process for the new facility. Sustainable urban drainage systems (SuDS) will be an integral part of North East Cambridge and there are measures in the policy to ensure SuDS are multi-functional and incorporated with green infrastructure and water management.
- The policy stipulates that developers will need to put in place measures that will ensure high standards for drainage, water reuse, management and flood risk are secured and that an area wide approach is taken, including in relation to management and maintenance.

### **Policy 4a: Water efficiency**

All new residential developments must achieve, as a minimum, water efficiency equivalent to 110 litres/person/day, transitioning over the life of the Area Action Plan period to no more than 80 litres/person/day, giving consideration to rainwater harvesting and/or water recycling. Proposals for non-residential development must achieve 5 BREEAM credits for water use (Wat 01), unless it can be demonstrated that such provision is not technically or economically viable.

### **Policy 4b: Water quality and ensuring supply**

A Water Quality Risk Assessment will be required and secured through a planning obligation to identify foul sewage, surface water and groundwater on surface and groundwater systems and consider appropriate avoidance measures before incorporating appropriate mitigation measures including works to the First Public Drain where necessary.

The council will expect developers to demonstrate that all proposed development will be served by an adequate supply of water, appropriate sewerage infrastructure and that there is sufficient sewage treatment capacity to ensure that there is no deterioration of water quality.

Prior to commencement of development the potential for contaminated land (both human health and controlled waters) shall be comprehensively characterised,

investigated and risk assessed including the consideration of remediation as necessary having regard to the proposed end uses.

#### **Policy 4c: Flood Risk and Sustainable Drainage**

All development proposals will be permitted providing it is demonstrated that:

- a) the peak rate of run-off over the lifetime of the development achieves greenfield run-off rates. If this cannot be technically achieved, then the limiting discharge should be 2 litres per second per hectare for all events up to the 100-year return period event;
- b) the development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100-year event, plus an allowance for climate change and in the event of local drainage system failure;
- c) the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and sewers;
- d) there is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and
- e) where reasonably practical, the destination of the discharge complies with the following priority order:
  - 1) Water reuse and brown water harvesting;
  - 2) To ground via infiltration (where reasonable and practical);
  - 3) To a water body; and lastly
  - 4) To a surface water sewer

Discharge to a foul water or combined sewer will be unacceptable.

Development proposals will be required to carry out a Strategic Flood Risk Assessment following the principles of the National Planning Policy Framework (2019).

In addition, proposals will be supported for an undeveloped site:

- f) if it is not located within the Environment Agency's flood zone 3b, unless it is a water-compatible development and does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes and employs flood resilient and resistant construction, including appropriate boundary treatment and has a safe means of evacuation; and

- g) if it is not located within the Environment Agency's flood zone 3a, unless it is a water compatible development or minor development when the principles in a) and b) above apply; and
  - 1) it is located within the Environment Agency's flood zone 2 or a surface water wetspot and employs flood resilient and resistant construction as appropriate; and
  - 2) floor levels are 300mm above the 1-in-100-years flood level, plus an allowance for climate change where appropriate and/or 300mm above adjacent highway levels where appropriate.

To minimise the risk of flooding in North East Cambridge all development will be required to implement a Sustainable Drainage System (SuDS) in accordance with the Cambridgeshire Flood and Water SPD. Development will be permitted provided that:

- h) surface water is managed close to its source and on the surface where reasonably practicable to do so;
- i) priority is given to the use of environmental improvements, with SuDS naturalised to enhance green and blue infrastructure;
- j) water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach including impacts of climate change are considered in the design of the development;
- k) the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to placemaking;
- l) Surface water management features are multi-functional where possible;
- m) Any flat roof provides an element of green or brown roof;
- n) There is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event.

Adopted SuDS schemes will be discounted from formal open space calculations.

## Why we are doing this

### Relevant Objectives: 1, 4

#### Water efficiency

North East Cambridge is located in an area of severe water stress. The area has experienced lower than average rainfall over several years, leading to local concerns regarding impact on watercourses, in particular chalk streams. The policy sets out a

number of measures to ensure that high levels of water efficiency are achieved in new developments in order to respond to the water stress facing Greater Cambridge.

Development at North East Cambridge is considered as part of the wider Water Cycle Study undertaken for the Greater Cambridge Local Plan. This Water Cycle Study considers the River Cam catchment of which North East Cambridge falls within as well as any supply/capacity constraints that are evident.

For new housing, national policy enables local planning authorities to set water efficiency standards for new development in line with the additional national technical requirements set out in Part G of Building Regulations, for areas where there is clear need. The need for setting the requirement of 110 litres/person/day has already been established through the examination of the adopted Cambridge and South Cambridgeshire Local Plans. For non-residential development, it is recommended that policy for North East Cambridge follows that for the rest of Cambridge, where maximum BREEAM credits for water use is sought.

However, it is noted that these targets alone may not be enough to secure long term sustainability of water supply. At present, national policy limits the level of water efficiency that we can set for new housing, despite there being clear evidence that more stringent standards are required. The scale of development at North East Cambridge, along with the mix of uses means that the site represents a significant opportunity for a site wide approach to water reuse as part of an integrated approach to water management, and as such the policy in the Area Action Plan promotes this approach. Such an approach, combined with water efficiency measures, could support the achievement of more ambitious levels of water efficiency for the scheme, taking inspiration from other developments in the Greater Cambridge area that benefit from water re-use such as the Eddington development at North West Cambridge.

### **Water quality**

The maintenance and enhancement of water quality of both water courses and groundwater within North East Cambridge is imperative. Not only can these be an important source for water supply, but they can also provide a valuable general amenity, biodiversity and recreational resource. The majority of North East Cambridge falls within a medium category for groundwater vulnerability. This means that the area offers some groundwater protection.

The Environment Agency publication Policy and Practice for the Protection of Groundwater provides useful information and guidance on the risks to groundwater quality. It also explains the concepts of source and resource protection.

Any site which may be contaminated to some degree by virtue of its previous usage forms a potential risk to water quality, especially if redevelopment takes place. The Environment Agency requests any developers of sites which fall into this category should contact the Environment Agency at their earliest opportunity to discuss the



need for historical information and site investigations to determine the degree of contamination, if any, of both soil and groundwater.

Although the River Cam is not within the Area Action Plan boundary the river catchment does cover the Area Action Plan. There is over-abstraction from the aquifer within the catchment of the River Cam. Water is abstracted primarily to supply homes and businesses but also as part of an 'augmentation scheme' designed in which Cambridge Water abstracts from the aquifer, to pump into the rivers to ensure they 'run'. There is also seasonal abstraction for agricultural purposes. Much of the water extraction takes place up stream of the River Cam from the Area Action Plan area, in particular from the chalk streams which feed the river which have an impact on flow.

The River Cam is experiencing a very low flow rate, where the majority of the water volume is outflow from the Waste Water Treatment Plant. Water pollution from both point of source and diffused pollution continue at the same rate but if the river volume is low and moving slowly, the impact in terms of nitrification, algal bloom, deoxygenation and siltation is greater. The previous and current uses of the site indicate that ground contamination is likely to be an issue. Although this is not a flood risk issue, it will have an impact on the type of surface water management regime that should be utilised by any development proposal.

Adequate site investigations will need to be undertaken to determine the level of contamination, locations and level of risk. This will define appropriate surface water management solutions. Sustainable Drainage Systems (SuDS) can be used effectively in areas of contaminated land as they are not limited to infiltration devices. Features such as ponds, swales and rain gardens can be lined to prevent the mobilisation of contaminants and purification can be attained through reed planting and other and water-based planting.

### **Flood risk**

The general principle of assessing all forms of flood risk at every stage of development is a principle that is established within the National Planning Policy Framework and the National Planning Practice Guidance. Local authorities are encouraged to have a proactive approach in managing flood risk.

Flood risk is generally assessed on the basis of the potential source of flooding, with fluvial (river), pluvial (surface water), groundwater, sewers and reservoirs being the main potential sources and the North East Cambridge Area Flood Risk Assessment 2019 has been used to determine this. Development may increase the flood risk downstream unless an adequately designed surface water management scheme is incorporated into the proposals.

The majority of existing office and industrial developments do not meet current drainage standards, which have been significantly improved since these buildings were developed and are discharging greater flows than would have been prior to the site being developed. These existing developments may represent a risk during

extreme events and may cause localised flooding. They will also contribute to a greater catchment wide discharge than prior to development. Any redevelopment proposals should be designed in accordance with Policy 4C and SuDS best practice in order to minimise surface water runoff rates.

SuDS have long been promoted by local authorities as a sustainable way of reducing run-off to greenfield rates, where workable. The councils preferred approach is to manage SuDS through surface water attenuation, such as open swales which give an opportunity for flood attenuation by storing and slowly conveying runoff flow to downstream discharge points or infiltrating it into the ground, depending on soil and groundwater conditions. Development should maximise the opportunity for storing water on-site by integrating Sustainable Urban Drainage Systems (SuDS) into the layout and design of development and open space, including designs that incorporate existing drains. Storage tanks and pipes should be avoided. Land used for SuDS will be discounted from formal open space calculations to ensure the functionality of the SuDS system does not reduce the amount of useable formal open space provided on-site.

### **Evidence supporting this policy**

- Water Cycle Study
- Climate Change Topic Paper
- North East Cambridge Area Action Plan Area Strategic Flood Risk Assessment 2019
- North East Cambridge Area Action Plan Surface Water Attenuation Assessment 2019
- Cambridgeshire Flood and Water Supplementary Planning Policy Document 2016
- Sustainable Design and Construction Supplementary Planning Document (2020)

### **Monitoring indicators**

- An increase in the number of non-residential completions delivered with maximum BREEAM credits for water consumption;
- All new residential completions will be designed to achieve water consumption levels of no more than 110 litres/person/day transitioning towards 80 litres/person/day

### **Policy links to the adopted Local Plans**

#### **Cambridge Local Plan 2018**

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use

- Policy 31: Integrated water management and the water cycle

### **South Cambridgeshire Local Plan 2018**

- Policy CC/4: Water efficiency
- Policy CC/7: Water Quality
- Policy CC/8: Sustainable Drainage Systems

## 4.4 Biodiversity

At a national and local level, biodiversity is a priority and recent national legislation has set out that new development must achieve a minimum 10% 'net gain'. While the Area Action Plan area has no nationally or internationally designated biodiversity sites, it is close to a number of designated areas and there is also a locally designated Wildlife Site on Cowley Road. Development at North East Cambridge should protect and substantially enhance the network of green and blue habitats across the site itself and the wider area, including Chesterton Fen and Milton Country Park.

This policy sets out how new development will achieve biodiversity net gain and measurably improve the biodiversity network across the wider area.

### What you told us previously

- You told us that biodiversity and green infrastructure should be a key priority for the Area Action Plan. You commented there should be protection for the existing biodiversity assets within the site, such as the First Public Drain, mature trees and Cowley Road Hedgerow which is a City Wildlife Site. You commented that new biodiversity measures should form part of a network which connects both across the site and into the wider area, including Milton Country Park and the River Cam corridor.
- It was widely commented that biodiversity net gain should be achieved on the site, with some suggesting that the site should deliver in excess of the nationally recognised standard of 10% net gain. In terms of how this could be delivered, there were a range of views from bat and swift boxes to urban woodlands. You also told us that if biodiversity net gain could not be achieved on-site then off-site contributions should be sought in areas adjacent to North East Cambridge.
- Several comments suggested that the site should include the River Cam corridor and Chesterton Fen to support links to the river and wildlife and ecological enhancement. This included the suggestion for a Riverside Country Park.
- Broadly, there was support for a range of green spaces within the site as well as better connectivity to Milton Country Park for both biodiversity network enhancement and the well-being of people living and working in North East Cambridge.
- You also told us that more information about the types of species and habitats currently on-site is needed to have a better understanding of the existing situation and best plan for biodiversity conservation and enhancement, at both a local and strategic level.

## How your comments and options have been taken into account

- The preferred approach sets out a site-specific biodiversity mitigation hierarchy and how the site should deliver a minimum of 10% net gain in biodiversity value. Whilst there were some comments stating that the Councils' should be seeking a greater biodiversity net gain percentage, the policy has been prepared to ensure that an appropriate balance can be achieved between meeting national biodiversity requirements, working towards the Councils' commitments in tackling biodiversity and ecological emergencies and the challenges of exceeding this within a higher density context.
- The policy sets out the biodiversity assets of the area that should be protected as part of development proposals coming forward.
- In line with comments received, the Councils are proposing a sequential approach to mitigating adverse impacts on biodiversity resources. This should be achieved on-site in the first instance and then in areas adjacent to North East Cambridge, such as Milton Country Park and Chesterton Fen, before considering wider mitigation measures across the city and further afield. This is a consistent approach with the existing local plan policy but has been prepared to reflect the specific requirements related to the Area Action Plan.
- Whilst the boundary of the Area Action Plan area has been amended to reflect some of the consultation responses on this issue, the Area Action Plan does not include the land between the railway line and the River Cam (Fen Road) or Milton Country Park. Instead the Area Action Plan seeks to improve pedestrian and cycling connectivity into this area via a new underpass to Milton Country Park and a bridge over the railway line. The new bridge into the area known as Chesterton Fen will provide off-site amenity and biodiversity improvements towards the north of Fen Road. Whilst much of the rest of the open land along Fen Road is in private ownership, the Councils would support the future use of these fields for off-site amenity and biodiversity improvements.
- In response to the comments highlighting a lack of evidence on the existing biodiversity within the Area Action Plan area, the Councils have undertaken a site wide ecology study (2020), which has informed the preparation of this policy. In addition, this policy also sets out a requirement for future development proposals to be informed by an up to date ecological assessment of individual sites. This will identify the existing biodiversity assets within a specific site and any mitigation measures which will need to be introduced both during and post construction.

## Policy 5: Biodiversity and Net Gain

Development proposals will be required to deliver a minimum of 10% net gain in biodiversity value and shall follow the mitigation hierarchy. This will be achieved through:

1. The provision of a measurable improvements in the size, quality, diversity and relationship of the sites habitats, to deliver a coherent and high-quality ecological network as part of the wider green infrastructure network, landscape character and place making
2. The protection, enhancement and recovery of the most valuable existing habitats and species, and the creation of new complimentary habitats where possible
3. Increasing opportunities for the movement and dispersal of species across the city and into Milton Country Park and wider Fen landscape
4. Delivering coordinated habitat and water quality improvements to the First Public Drain, Milton Country Park and Chesterton Fen
5. Securing appropriate habitat management and monitoring plans are implemented to restore existing habitats and establish and retain new features, through a S106 agreement and
6. Providing accessible information for members of the public on the site habitats, their management and species they support through a S106 agreement.

Development shall avoid having any adverse impact on the nature conservation value of:

- The First Public Drain and other watercourses and bodies within the site;
- Local Nature Reserves including Bramblefields;
- City Wildlife Sites and Country Parks including Cowley Road Hedgerow,
- The River Cam County Wildlife Site, and
- Any other areas of natural or semi-natural sites within or adjacent to North East Cambridge.

Within North East Cambridge, development proposals shall take all practicable opportunities to enhance the areas nature conservation value and ensure that site users have access to healthy, biodiverse green spaces.

Where an adverse impact on biodiversity is unavoidable then this shall be minimised as far as possible and appropriate measurable mitigation provided.

### **Mitigation of adverse impacts on biodiversity resources**

Where mitigation is required to compensate for the reduction or loss of existing biodiversity resources then this shall be provided in liaison with the LPA with the following principles ensuring the objective of contributing to the creation of a coherent on-site and off-site, high quality ecological network is met:

7. Identified projects to be agreed with the LPA for on-site habitat provision/enhancement and management wherever practicable. Where this is not practicable to be delivered on-site, this should be followed by identified improvement projects to be agreed with the LPA to Milton Country Park and/or Chesterton Fen, followed by sites within the wider local area, and then other sites elsewhere within Greater Cambridge;
8. The maintenance and where possible enhancement of the ability of plants and animals including pollinating insects to move, migrate and genetically disperse across the city; and
9. The provision/enhancement of priority habitats identified at the national, Greater Cambridge or local level, having regard to the scarcity of that habitat within North East Cambridge.

Where mitigation is needed, an offsetting mechanism based on the Natural England biodiversity offsetting metric version 2.0 will be used to calculate requirements. Temporary impacts to habitats which can occur during ground works and construction should seek to be mitigated through interim measures to promote biodiversity.

The amount of mitigation required will be determined having regard to:

10. The importance of the biodiversity resources that will be adversely affected, particularly in terms of whether they:
  - a) Include priority habitats identified at the national, Greater Cambridge or local levels; and/or
  - b) Are able to support protected species, priority species
11. The range of biodiversity resources that will be adversely affected, with greater mitigation being required where a mosaic of habitats will be lost, or a large number of species affected;
12. The size and quality of biodiversity resources that will be adversely affected, and their function within wider ecological networks;
13. The impact of the development on the role and resilience of remaining biodiversity resources, for example in terms of the ability of individual species to maintain self-sustaining population levels and/or to adapt to climate change; and
14. Any other issues identified through ecological assessment of the site.

The biodiversity net gain metric will be identified once the mitigation measure is implemented and fully established. The creation of any new habitats should take into account the likely impact of climate change and be resilient to these effects.

Planning applications will need to be supported by a 'Biodiversity Checklist' that considers the impact of the proposals against a set of constraints including designated sites/priority habitats and protected species.

## Why we are doing this

Relevant objectives: 1, 4

If development is to be genuinely sustainable then it will need to play a key role in protecting and enhancing Greater Cambridge's biodiversity resources. On-site biodiversity improvements will also be vital to enhancing the liveability and well-being of urban areas, and improving the connection of people to nature, particularly in higher density urban areas such as North East Cambridge.

Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better condition than beforehand. The Environment Bill (2020) sets out how the environment will need to be at the centre of policy making. In particular, it introduces a minimum 10% biodiversity net gain requirement for new development to ensure new developments enhance biodiversity and create new green spaces for local communities to enjoy. The National Planning Policy Framework encourages net gains for biodiversity to be sought through the plan making process and the councils will support a biodiversity net gain of more than 10% where this can be achieved.

In May 2019 Cambridge City Council declared a Biodiversity Emergency ([www.cambridge.gov.uk/biodiversity-emergency](http://www.cambridge.gov.uk/biodiversity-emergency)). South Cambridgeshire District Council has also set out a commitment to double the existing area of rich wildlife habitats, tree cover and accessible green space within the District in order for nature and people to thrive, and businesses to prosper, recognising the current ecological emergency.

The message at a national and local level is therefore clear that biodiversity issues need to be taken seriously and a key component of sustainable development. The Area Action Plan seeks to respond to this by ensuring that the existing biodiversity resources in North East Cambridge are protected and enhanced. This will be a significant challenge given the scale of development proposed. Therefore, all development in the Area Action Plan area will have a significant role to play in this, and the cumulative benefit of small-scale improvements in biodiversity resources should be maximised.

## Existing habitats in and around North East Cambridge

There are a number of existing habitats across North East Cambridge, including woodland, scrub, hedgerows, ephemeral perennial vegetation, watercourses and



ponds. These habitats support a number of species such as Common Frog, Smooth Newt, Viviparous Lizard, House Sparrow, Common Swift, Soprano Pipistrelle bat and Water Vole.

There are no nationally or internationally designated biodiversity sites within the Area Action Plan area but a City Wildlife Site is located on Cowley Road and Bramblefields Local Nature Reserve borders to the south of the area. However the North East Cambridge Habitats Regulation Assessment has identified that impacts from air pollution, recreation and water quantity and quality could result in 'likely significant effects' on Devil's Dyke Special Area of Conservation (SAC), Wicken Fen Ramsar and Fenland SAC and further engagement will be required with the Environment Agency and Natural England.

Land to the east of North East Cambridge, known as Chesterton Fen, is an area of species poor, open grassland situated between North East Cambridge and the River Cam. Through the provision of improved access over the railway line into Chesterton Fen, there is an opportunity to create a new Local Nature Reserve in this area containing wetland characteristics and fenland habitats such as open water, wet grasslands, reedbeds and the restoration of drainage ditches. This would need to be carefully considered alongside the need to provide public amenity space. A habitat creation project at Chesterton Fen should be developed to provide significant opportunities for biodiversity and people and funded by development within North East Cambridge through a Section 106 agreement.

North East Cambridge lies at the gateway to the wider Fen landscape, which is under increasing challenges and threats due to changes associated with climate change, food production and population growth. The interrelationship between North East Cambridge and the Fens provides the opportunity for biodiversity enhancements and future development to have a strong identity, excellent resources management as well as link into innovation and learning. This reflects the work being undertaken through the Fen Biosphere Project ([www.fenlandbiosphere.wordpress.com/](http://www.fenlandbiosphere.wordpress.com/)) by Cambridgeshire ACRE.

Adverse environmental effects predicted prior to construction should be mitigated or prevented through a construction environmental management plan (CEMP) based on the latest British Standards.

### **Achieving biodiversity net gain**

Development within North East Cambridge will be required to deliver a minimum 10% net biodiversity gain (using The Biodiversity Metric 2.0, as published by Natural England (2019) or any future equivalent). Biodiversity net gain in development is defined as "development that leaves biodiversity in a better state than before" ([cieem.net/i-am/current-projects/biodiversity-net-gain/](http://cieem.net/i-am/current-projects/biodiversity-net-gain/)).

Planning Policy Guidance sets out the long-established mitigation hierarchy to avoid, protect and mitigate loss of habitats. In addition, a measurable biodiversity net gain is now required through increased area and / or quality of habitats on site, such

provision can be multi-functional, including the provision of green roofs and walls, street trees and sustainable drainage systems. It also notes that relatively small features such as swift bricks and bat boxes can achieve important benefits for specific species.

The spatial framework for North East Cambridge offers the most significant opportunity to enhance the city district's biodiversity resources and provide a network of habitats, with a significant linear park which connects with existing green assets, as well as the potential to secure off-site biodiversity improvements at Chesterton Fen. There are also numerous opportunities elsewhere within North East Cambridge to secure significant biodiversity enhancements, ranging from strategic water habitats such as the First Public Drain to individual development sites.

To achieve the required minimum 10% net gain, biodiversity should be considered and designed into proposals from inception. Where on-site provision is not feasible, greenspace and biodiversity enhancement will need to be provided in alternative ways and/or accommodated off-site. The provision of extensive areas of biodiverse living roofs are necessary to replace the existing open mosaic habitats which are of significant value within the North East Cambridge area, particularly around the railway sidings and at the waste water treatment plant. These roofs can also provide vital greening in dense urban areas such as North East Cambridge.

It will be important to ensure that habitats and species both on and off-site are resilient to disturbance from human activity, including recreation, predation by pets, noise and light pollution.

Due to the presence of bats with North East Cambridge and the migration routes of foraging bats along the greenspaces and First Public Drain, there is a requirement for integrated bat features within new buildings which is in addition to the requirements set out in Appendix J of the Cambridge Local Plan. It is recommended that integrated bat features for crevice dwelling bats should be installed at a density of at least one for every two buildings. Features for bats which roost in roof voids, or require internal flight areas, should be installed at one for every 25 buildings. Development proposals should also improve hedgehog permeability across development parcels.

Due to its location and the scale of change set out in this Area Action Plan, from an early stage, development proposals are encouraged to consider using the Natural Cambridgeshire Local Nature Partnership Developing with Nature Toolkit ([www.naturalcambridgeshire.org.uk/resources/](http://www.naturalcambridgeshire.org.uk/resources/)) to demonstrate how development will achieve a net biodiversity gain in an area which is recognised as a gateway to The Fens.

### **Evidence supporting this policy**

- Habitat Survey and Biodiversity Enhancement Plan – North East Cambridge Biodiversity Assessment (2020)

- Typologies Study (2020)
- Health and Well Being Topic Paper (2020)

### **Monitoring indicators**

- Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline
- Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline
- Biodiversity enhancements to City and County Wildlife Sites

### **Policy links to the adopted Local Plans**

#### **Cambridge Local Plan**

- Policy 59: Designing landscape and the public realm
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats

#### **South Cambridgeshire Local Plan**

- Policy NH/4: Biodiversity
- Policy NH/6: Green Infrastructure
- Biodiversity SPD (2009)

## 5. Design and built character

*Figure 14: Illustration showing the placemaking vision for North East Cambridge*

North East Cambridge will be a characterful and lively city district, well-integrated with surrounding communities and with a unique sense of place. To achieve this requires imaginative and holistic design for buildings, streets and spaces that creates a genuine mix of uses in buildings and across neighbourhoods, at a scale that creates a vibrant community and intensity of activity. It should feel like part of Cambridge – a place that future generations will be proud of.

Creating high quality places with well-designed buildings, streets and spaces will encourage cohesive communities that reduces crime and the fear of crime along with antisocial behaviour. Public and private spaces should be clearly defined in terms of ownership, have good natural surveillance and be well managed. Such an approach will have a positive impact on the perceived safety and well-being of those working, living and visiting North East Cambridge.

This section includes the following policies:

- Policy 6a: Distinctive design for North East Cambridge
- Policy 6b: Design of mixed-use buildings

*Figure 17: illustration showing proposed design approach to primary streets*

*Figure 18: Illustration showing proposed design approach to secondary streets in higher density areas*

*Figure 19: Illustration showing proposed design approach to secondary streets in medium density areas*

- Policy 7: Legible streets and spaces
- Policy 8: Open spaces for recreation and sport
- Policy 9: Density, heights, scale and massing
- Policy 10a: North East Cambridge Centres North East Cambridge Centres

Policy 10b: District Centre

- Policy 10c: Science Park Local Centre
- Policy 10d: Station Approach
- Policy 10e: Cowley Road Neighbourhood Centre
- Policy 11: Housing design standards

## 5.1 Distinctive design for North East Cambridge

*Figure 15: Illustration of the placemaking vision for North East Cambridge*

North East Cambridge should build on the legacy of Cambridge's distinctive heritage and characterful new developments which contribute to the unique identity of the city. The design of genuinely mixed-use buildings, streets and open spaces must come together to create a place that is distinctive, and which is enduring, adaptable and functional. This policy sets out the expectations for the design of buildings and spaces in North East Cambridge, and the clear benchmark for quality that is expected.

### What you told us previously

Distinctive design for North East Cambridge

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options and well-designed streets and spaces was highlighted.

Design of mixed-use buildings

- A number of respondents raised the need to ensure that the operational needs of existing businesses are well considered in planning the new district. This will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas whilst successfully accommodating existing businesses albeit in potentially revised locations and more land efficient forms.

### How your comments and options have been taken into account

- The proposed policy establishes a clear expectation that NEC will take a placemaking approach to development that will result in a distinctive and high-quality district that feels like Cambridge and is well connected into its hinterland.
- This policy makes clear the need to avoid mixing 'bad neighbour' uses and to ensure that businesses can function effectively and residents can live without disturbance. Such an ambition addresses concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.

*The policy secures the need to think about horizontal and vertical mixed-use buildings to create best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Figure 17: illustration showing proposed design approach to primary streets*

*Figure 18: Illustration showing proposed design approach to secondary streets in higher density areas*

*Figure 19: Illustration showing proposed design approach to secondary streets in medium density areas*

- Policy 7: Legible streets and spaces that covers the design and location of key routes and spaces within North East Cambridge.

### **Policy 6a: Distinctive design for North East Cambridge**

Development in North East Cambridge will be expected to provide distinctive, high-quality and contemporary design and architecture that responds to and positively contributes to Cambridge's heritage and townscape qualities. Applications will need to demonstrate how they have had regard to the unique characteristics of Cambridge and Cambridgeshire, and the particular challenges of higher density development, in how they have developed their proposals. Proposals must:

- a) Provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;
- b) Create buildings, streets and spaces that will have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
- c) Ensure that buildings are orientated to provide natural surveillance and create active edges onto public space by locating appropriate uses, frequent entrances and windows into habitable rooms at ground floor level, to create activity and visual interest along the street;
- d) Create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable, and are designed to remove the threat or perceived threat of crime and improve community safety;
- e) Use high quality and well detailed materials for buildings, streets and spaces and other landscaped areas;
- f) Create buildings that will contribute to creating a diverse, fine grain and human scale streetscape, and
- g) Ensure that functional design elements (refuse storage, bicycle parking, etc.) are resolved in well-designed and integrated ways.

All major development proposals are strongly encouraged to formally engage with the Cambridgeshire Quality Panel at the pre-application stage.

## Policy 6b: Design of mixed-use buildings

Design of vertically and horizontally mixed-use development proposals must:

- a) Ensure that future adaptation and flexibility is considered in the design and construction of new buildings within the district centre and sub centres.
- b) Avoid mixing incompatible uses that could impact on amenity of residents and occupiers in the same or adjacent blocks;
- c) Ensure that the form, architectural design and layout clearly articulate the intended uses within a development;
- d) Ensure businesses can function effectively and residents can live without disturbance. through layout, access, servicing and delivery arrangements; and
- e) Maximise opportunities to create active ground floor uses to diversify and activate streets and spaces.

### Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

North East Cambridge will create a new city district for Cambridge that includes a significant number of new homes with the facilities and other infrastructure needed to support them, alongside intensification of business and industrial uses. A design-led approach to placemaking is needed to maximise the opportunities of the site, and to successfully integrate it into the surrounding existing residential and business areas to create a cohesive community.

Well-planned buildings, streets and spaces are fundamental to the creation of high-quality development at North East Cambridge. Paragraph 124 of The NPPF sets out the Government's policy position on planning expectations with regards good design *'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*

Cambridge has a strong track record of delivering design excellence, with numerous award-winning developments including Accordia, Great Kneighton and Eddington built as part of its growth agenda in recent years, as well as individual buildings and smaller developments such as the Central Cambridge Mosque. Given the projected build-out time at North East Cambridge, it is important that a clear set of design policies is put in place to ensure that the new district adds to the positive qualities associated with Cambridge as a city, and develops a coherent sense of identity with shared design values embedded in every phase.



This requires a holistic approach taken to the design of buildings, streets and landscape to ensure that these elements integrate well with each other to create a place that is distinctive, and which is enduring, adaptable and functional. The Council will lead on the production of a site wide design code for the North East Cambridge area that will require input from the various landowners and their design teams. The Design Code will be adopted as a Supplementary Planning Document (SPD). It is intended to encourage design innovation whilst ensuring that together all future developments across North East Cambridge contribute to a coherent sense of place, rich and subtle in variation.

Understanding that development needs to be at a human scale is important in defining the kind of place the North East Cambridge should be. Well-articulated roof forms and fine grain plot-based architecture will be needed to provide flexibility of forms, accommodate a variety of uses and users and create a visually rich and welcoming place.

Creating high quality places with well-designed buildings, streets and spaces will encourage more cohesive communities that reduce crime and the fear of crime along with antisocial behaviour. Public and private spaces should be clearly defined in terms of ownership, have good natural surveillance and be well managed. Such an approach will have a positive impact on the perceived safety and well-being of those working, living and visiting the North East Cambridge. The creation of gated developments that limit social cohesion and integration will not be supported. Other aspects such as the appropriateness of materials and finishes and ongoing maintenance will determine how attractive, well-used and successful places will be in the future.

### **Mixed use development**

Mixed use development will strengthen the character of North East Cambridge and help make most efficient use of the land available, while supporting a varied range of businesses. They require creative approaches to the design, delivery and future management of a variety of uses within the new city district.

Embedding mixed use approaches within individual buildings, ensuring that they incorporate flexibility and consider future reuse and adaptation, along with diversifying blocks will help to create a place that can change over time and which promotes activity beyond the traditional 9 to 5. It also means that more intensive use can be made of some facilities with 'extend use' models employed to allow community use. The mixing of uses can happen both horizontally (floor by floor) and vertically (adjacent buildings) as well as utilising flexible forms to allow change of activities throughout the day.

Higher density development creates challenges in how different uses can operate in close proximity to each other within buildings, adjacent plots or blocks. Innovative



forms of building will be needed to make the best use of the land available and development proposals will need to demonstrate that the future amenity of residents, occupiers and other sensitive uses or spaces can be safeguarded (see policy 25: Environmental Protection).

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Study (2020)
- Cultural Placemaking Strategy
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)
- ‘Towards an Urban Renaissance’ (1999) by The Urban Task Force
- National Planning Policy Framework (2019)
- Anti-Poverty Strategy Topic Paper (2020)
- Community Safety Topic Paper (2020)
- Putting Health into Place, NHS Healthy New Town Principles (2019)
- New Housing Developments and the Built Environment Joint Strategic Needs Assessment (2010)
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places

### **Monitoring Indicators**

- Number of awards (shortlisted, finalist, winner) received
- Positive recommendations made to Planning Committee

### **Policy links to the adopted Local Plans**

Cambridge Local Plan (2018)

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context

- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

#### South Cambridgeshire Local Plan (2018)

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards
- H/18: Working at Home
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: education facilities

#### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)

- 'Towards an Urban Renaissance' (1999) by The Urban Task Force
- National Planning Policy Framework (2019)
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places
- Skills, Training and Employment Topic Paper (2020)
- Super density – the sequel (2015) HTA, Levitt Bernstein, PTEa and PRP

### **Monitoring Indicators**

- Number of awards (shortlisted, finalist, winner) received
- Positive recommendations made to Planning Committee
- Floorspace approved

### **Policy links to adopted Local Plans**

#### Cambridge Local Plan (2018)

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
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- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
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- NH/2: Protecting and Enhancing Landscape Character

- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards
- H/18: Working at Home
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: Education Facilities

## 5.2 Legible streets and spaces

*Figure 16: Diagram showing approach to creating a legible network of streets and spaces in North East Cambridge*

The streets and open spaces within North East Cambridge will be the most enduring elements of the new city district. They will provide the structure for the area's layout, encouraging walking and cycling, and creating a vibrant, safe and healthy environment that nurtures community life. This policy ensures that new streets are designed as inclusive, public, welcoming and active routes, and that prioritise pedestrians, cyclists and other non-motorised users, and that form a legible and functional movement network.

### What you told us previously

- There was overwhelming support for the creation of a well-designed place that promotes healthy and active lifestyles. A number of respondents raised the need to undertake a Health Impact and Needs Assessment to inform future provision in the district. The Health, Community & Wellbeing Topic Paper evidences how such concerns have been taken into account in plan making for North East Cambridge. Whilst this aspect is important, the question was more aimed at the Healthy Town design principles which advocate the creation of compact, walkable places that are inclusive and promote healthy active lifestyles. Whilst most respondents were not supportive of the healthy town principles, further review of the comments reveals there to be support for the approach that they advocate.

- There was overwhelming support for the connectivity options identified in the Issues and Options 2019 document, with options to make the area more permeable to pedestrians, cycles and public transport welcomed. Multiuser accessible routes were highlighted as important for equestrian users. Caution was raised about needing to provide adequate infrastructure to support intended users and functions both in and around the North East Cambridge area as well as connections beyond. In the case of cycle routes, these need to be of a scale to accommodate the likely flows. HGV movements need to be taken away from schools.
- Reducing the dominance of roads to encourage walking and cycling was welcomed as part of a comprehensive approach to re-planning and reallocating road space. Lessons from the past need to be learned and tunnels, subways etc. have the potential to be dark and dangerous places if poorly designed.

### **How your comments and options have been taken into account**

- Following the comments from the Issues and Options 2019 consultation, the proposed policy identifies the key attributes that the new streets and spaces that form part of North East Cambridge will be expected to deliver. The radically different approach to managing motor vehicles is recognised in the proposed movement grid to serve development with pedestrian and cycle priority provided through a low speed street network as well as through dedicated routes that connect into other strategic pedestrian, cycle and public transport projects including a pedestrian/cycle link across to the River Cam to the east of the development area.

### **Trees**

- You told us to highlight the importance of trees/woodlands and their multi-functional role for local communities such as providing and expanding tree canopy cover and mitigation of heat islands as well as providing habitat and biodiversity benefits.
- Comments noted the lower cost implications of managing trees over other forms of urban green space. It was highlighted that there is the need for extensive tree planting at North East Cambridge and a possibility of introducing a native community tree nursery on-site as well as ensuring important and well used corridors such as Milton Road is sufficiently lined with trees.
- There were comments on the role trees play in forming and enhancing the existing edges of the site and the role they play in providing that new landscape features both within and on the edges of the site.

- Great importance was placed on the protection and retention of existing mature and semi mature trees with specific reference to the Silver Birch woodland adjacent to the First Public Drain and Chesterton Sidings but also included other deciduous trees/scrubs within the area.

### **How your comments have been taken into account**

- The policy emphasizes the role of trees and seeks to protect trees of value as well as enhance tree canopy cover across the Area Action Plan area. The policy stipulates that tree protection and planting will be managed across the site and references the existing Tree Strategy produced by Cambridge Council covering the period 2016-2026.

*Figure 17: illustration showing proposed design approach to primary streets*

*Figure 18: Illustration showing proposed design approach to secondary streets in higher density areas*

*Figure 19: Illustration showing proposed design approach to secondary streets in medium density areas*

### **Policy 7: Legible streets and spaces**

The key streets and spaces must conform to the strategic layout for key pedestrian and cycle routes described in Policy 16: Sustainable Connectivity , the street hierarchy described in Policy 21: Street hierarchy and the principles shown in Figure 16 to provide a walkable district, with high quality and well-connected pedestrian, cycle and public transport routes that support healthy, active lifestyles whilst effectively allowing servicing and deliveries and managing access by private motor vehicles.

All development proposals within North East Cambridge should contribute towards the creation of high quality, inclusive and attractive streets and spaces that will:

- a) Be designed with active routes with good natural surveillance, incorporating Secured by Design principles, as an integral part of new development proposals and coordinated with adjacent sites and phases;
- b) Ensure the design of streets prioritises pedestrian and cycle movements and relate to the character and intended function of spaces and surrounding buildings (see supporting diagrams within Policy 10a-e);
- c) Create high quality connections to seamlessly link North East Cambridge into existing established areas as shown on the Spatial Framework and described in Policy 17: Connecting to the wider network;

- d) Understand microclimate and other environmental considerations and ensure that these are factored into design proposals so that public spaces receive good sunlight throughout the year and have good air quality;
- e) Undertake a coordinated approach to the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- f) Incorporate trees and other planting which is appropriate to the scale of adjacent buildings and public realm to ensure that adequate space is provided for them to mature and flourish;
- g) Integrate Sustainable Drainage Systems (SuDS) as part of a comprehensive site-wide approach; and
- h) Ensure that design is inclusive and considers the needs of all users through engagement with the Cambridge City Council Disability Panel.

#### Trees and landscaping

Development proposals should demonstrate how landscaping and planting have been considered as an integral part of the development proposal. Landscaping proposals should relate to the wider setting of the area, including the Fen countryside beyond the city. The design should provide sufficient space for trees and planting to mature and to support biodiversity; achieve a suitable visual setting for building(s) having regard to both internal and external views of the area.

Development will be supported where proposals preserve and protect existing trees of value and enhance canopy cover with appropriate new planting providing adequate space, above and below ground for trees of suitable species and size to mature. Native trees should be considered in the first instance.

Development proposals will be required to assist in achieving the City of Cambridge's canopy cover target of 19% coverage by 2030.

Development proposals that minimises impact on a tree or, if the proposals result in the loss of a tree that can be suitably replaced will be supported.

A comprehensive planting, maintenance and management plan for the Area Action Plan area will be requested and required for development proposals that have a cross administration boundary impact.

All new planting should consider water resource requirements and be climate resilient.

Development proposals within North East Cambridge will need to adhere to policies contained in the Cambridge City Tree Strategy 2016-2026.

## Why we are doing this

Relevant objectives: 1, 2, 4, 5

The NPPF (2019) states ‘patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.’

Manual for Streets (2007) establishes the ‘principles of inclusive design’ and identifies that streets have a significant ‘place’ function and that the design of streets should assume that place should be subservient to movement. It also identifies the recommended user hierarchy to inform the design of development proposals. This hierarchy places pedestrians at the top followed by cyclists, public transport users, specialist service vehicles (emergency, services, waste etc.) with other motor traffic coming last, including car sharing and electric vehicles.

The Health, Community & Wellbeing Topic Paper identifies the importance of embedding health and wellbeing into decision making about the planning of new development. NHS guidance ‘Putting Health into Place: Principles 4-8 Design, Deliver and Manage’ identifies principles that should be used to inform the design of new places. Compact walkable forms that are well connected with multifunctional green spaces should influence the form of new places. The proposed compact and connected form of development at North East Cambridge maximises active travel options for people living and working in new places with multifunctional spaces enabling community activities and events that the whole community can engage in.

Cambridge, like many historic cities is characterised by a compact form that allows easy movement as a pedestrian or cyclist. This inherent character underpins the approach to creating a new kind of city district at North East Cambridge centred around walking and cycling to create a ‘walkable neighbourhood’ and capitalising on high quality public transport options underpinned by a comprehensive open and green space network creating a healthy and inclusive place. Beyond the immediacy of North East Cambridge, the connections formed physically and socially with the surrounding existing neighbourhoods and at a city and wider level are crucial.

The quality of streets and spaces links with other policies in the Area Action Plan which together combine to clearly set out expectations for the quality of future development. An integrated approach to design is needed to help make the best use of the land available and to effectively respond to the challenges of creating a high-density new city district. The Council will lead on the production of a site wide design code for the North East Cambridge Area Action Plan area that will require input from the various landowners and their design teams to help ensure co-ordination and consistency of the public realm. The Design Code will be adopted as a Supplementary Planning Document (SPD) to guide and co-ordinate future development.

In order to secure the best possible network of routes to meet the needs of a variety of different users, it is important that the key connections within North East



Cambridge are identified. Along with the Area Action Plan Spatial Framework, Policy 16: Sustainable Connectivity identifies the network of key routes, their hierarchy and the particular areas within the district that they will need to connect.

### **Trees and landscaping**

Landscape proposals will usually be required for most developments, ranging from housing, retail, commercial, industrial and mixed-use schemes. High quality landscape design can create usable spaces for occupier amenity as well as being functional - in respect of SUDS, micro climate and providing an attractive setting for buildings. Landscaping also plays a significant role in establishing an area's character and integration of a development into that character. Landscaping proposals will be especially important within prominent locations, such as along street frontages, transport interchanges, and other public spaces. While the details required for a landscape scheme will vary according to the type and location of a development, landscaping should be included as an integral part of the development proposal at an early stage. Careful consideration should be given to the existing character of a site, and how any features such as surface treatments, furniture, lighting, boundary treatments and other structures are to be appropriately used and how planting and trees may mature over time. Poorly laid out landscaping can compromise its amenity and environmental value and use, while leaving insufficient space for trees to grow can lead to the blocking of natural sunlight, issues of overhanging, subsidence and damage to foundations, resulting in subsequent applications for tree removal.

The tree population of Greater Cambridge contributes enormously to the city's character and appearance and trees are fundamental to the management of temperatures and storm water and the provision of cleaner air. They provide an essential habitat for wildlife and promote wellbeing, providing opportunities for relaxation, exercise and meditation. Management and protection of trees is a constant challenge. As North East Cambridge falls within two administrative areas with differing approaches to management and protection of trees, the aim of this policy is to provide a consistent approach across the Area Action Plan area.

Deciduous trees provide shade to buildings, helping to manage solar gain when needed in summer months. These landscape features also contribute to reducing 'heat islands' whereby the temperatures of built up areas are significantly higher than areas outside them. Trees add biodiversity value to areas and as such provide habitats for many species. This policy will contribute towards achieving on-site biodiversity net gain as required by Policy 5.

The North East Cambridge area has relatively low tree canopy coverage when compared with surrounding areas making it essential to ensure any new development retains trees of value and makes provision from the outset for the planting of new trees of appropriate species and size so as to ensure a sustainable increase in overall canopy cover. There are some localised areas of extensive tree

coverage which will require further site investigation including along the First Public Drain and around Chesterton Sidings.

In the absence of a South Cambridgeshire strategy for the protection and retention of trees, the City Council's Tree Strategy will apply across the North East Cambridge area.

The Council will seek to make provision for the protection of trees of value by serving TPOs on existing trees and those to be planted as part of new development.

### **Evidence supporting this policy**

- Cambridge City Wide Tree Strategy 2016-2026
- Health and Well Being Topic Paper (2020)
- Trees and development sites SPD (2009)
- Climate Change, Energy and Sustainable Design and Construction Topic Paper (2020)

### **Monitoring indicators**

- Number of new trees planted (net increase)
- Number and amount (m<sup>2</sup>) of new public space delivered

### **Policy links to the adopted Local Plans**

#### **Cambridge Local Plan**

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline

- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

### **South Cambridgeshire Local Plan**

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- Policy NH/7: Ancient Woodlands and Veteran Trees,
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards
- H/18: Working at Home
- Policy HQ/1: Design Principles
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: Education Facilities

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Study (2020)
- Cultural Placemaking Strategy
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)
- Community Safety Topic Paper (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)
- 'Towards an Urban Renaissance' (1999) by The Urban Task Force

- National Planning Policy Framework (2019)
- Manual for Streets (2007)
- NHS (2019) 'Putting Health into Place: Principles 4-8 Design, Deliver and Manage'
- Health and Wellbeing Topic Paper (2020)
- Anti-Poverty Strategy Topic Paper (2020)
- Public Health England (2018) Healthy High Streets: good place making in an urban setting
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places
- Making Space for People Supplementary Planning Document (Draft 2019)

### **Monitoring Indicators**

- Number of awards (shortlisted, finalist, winner) received
- Positive recommendations made to Planning Committee
- Modal share for pedestrian, cycle, public transport users

## 5.3 Open spaces for recreation and sport

*Figure 20: Open space network to be created by the Area Action Plan*

Open space, green infrastructure, sports and recreation areas and facilities are highly valued by local people and play a key role in the landscape setting and local identity of Greater Cambridge. There are fantastic green open spaces adjacent to the Area Action Plan area, as well as important mature landscapes within it, such as within Cambridge Science Park. This policy sets out how we will create a functional and beautiful open space network, including improving existing open spaces and making the most of assets such as the First Public Drain.

### What you told us previously

- Previously you referred to the type of green space that should be provided within North East Cambridge. You stated that provision should be made for green spaces at a district scale including a number of walkable and cyclable neighbourhood level parks, which could be delivered early in the development. It was highlighted that this could include large green corridors and commons which would both offer recreational and mental health benefits to the residents and users. You also mentioned that smaller parks are easier to phase and deliver through the lifespan of a development.
- You stated that the area of land between the railway line and River Cam, commonly known as Chesterton Fen could be made into a Riverside Country Park and that this could act as a strategic facility.
- Connectivity was specifically raised with the need to have interconnected green spaces forming an area-wide broad network which is accessible to all residents and workers within the area and wider community.
- You also placed great importance on the creation of a landscape barrier to screen the A14. The importance of landscaping was also raised in relation to Milton Road and the Cambridgeshire Guided Busway.
- Connection between both sides of Milton Road via green bridges for pedestrian and cyclists to use was also raised, and that Cowley Road could be opened to provide more green space and leisure facilities. You also felt that more use should be made of the Jane Coston Bridge and the connections to the wider area, including pedestrian and green infrastructure/habitat links to Milton Country Park.
- Some of you also raised the fact that Milton Country Park is at capacity, but future expansion plans would improve capacity of the country park.

- You also suggested that the Bramblefields nature reserve should be connected to the Guided Busway via the cycle path and that any connections to Milton Country Park or peripheral green routes around the Area Action Plan need to be equestrian friendly.
- You placed great emphasis on the need for green and open spaces to be truly multi-functional, supporting a range of functions including landscaping, drainage and flood management, leisure and cultural provision. You stated that they should be available all year round and throughout the day.
- The actual quantity of open space was mentioned as an important area to address although less commentary was received on this than the quality and multi functionality of open spaces. It was also recognised that some of the open space provision will need to be met off-site and suggestions that the river corridor would be a suitable location for this.
- Lastly, there was commentary around the requirement to have a maintenance and management plan in place for open and green spaces. As well as this natural surveillance and replacement/refurbishment of existing local playgrounds/open spaces outside of the Area Action Plan boundary were seen as important considerations.

#### **How your comments and options have been taken into account**

- The policy stipulates the adopted standards that should be applied to open space provision. However the Area Action Plan prioritises multifunctional and all seasonal publicly accessible open spaces over quantum.
- The policy specifically does not refer to the use of Chesterton Fen as a riverside country park as this areas falls within a functional flood plain and is also a sensitive for biological reasons. Nevertheless this area has the potential to be used for informal open space.
- Although multi functional open spaces are supported in the policy, functional SuDS cannot be considered fully accessible to formal or informal open space. However, they will form a wider green infrastructure network, and will perform a biological function and provide habitat creation so will be multi-functional from that perspective.
- The comments around connectivity has been taken into account and the policy requires existing and new open spaces to connect and form a network with the wider area beyond North East Cambridge through the provision of green corridors, as shown on the Spatial Framework.
- The policy also places an emphasis on securing contributions from developers for the future management and maintenance of open space provision as part of any planning application. The policy also safeguards

existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.

*Figure 21: Scale comparison of existing open spaces in Cambridge, and the major proposed new open spaces within North East Cambridge*

## **Policy 8: Open spaces for recreation and sport**

### **North East Cambridge open space requirements**

All major development proposals will be supported where they make provision for new or enhanced open space and recreation sites/facilities, which meet the health and wellbeing needs of existing and future users of the area. The successful integration of open space into a proposed development must be considered early in the design process.

#### **Quantitative**

Regard will need to be had to the Cambridge City local standards of provision of all relevant typologies of open space (see Cambridge Local Plan 2018, Appendix I or any future replacement) and the Councils' open space and sports strategies, where applicable. The expectation is that all open space requirements will be met on-site.

For development proposals requiring the provision of strategic open space, this must secure in the first instance the siting and amount of strategic open space in accordance with Figure 21. This identifies the publicly accessible open space that will form the wider network connecting North East Cambridge to the wider area:

1. Linear Park
2. Cowley Triangle
3. Green High Street
4. Science Park Open Space
5. Science Park Brook (First Public Drain)
6. Science Park Place
7. Station Place

Any under provision in the total amount of strategic open space required of a development, beyond that provided above can be met through off-site provision in the following circumstances:

- a) If the proposed development site is of insufficient size to make the appropriate provision (in accordance with Appendix I) feasible within the site; or,
- b) If taking into account the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site, including:
  - Bramblefields Local Nature Reserve (way-finding)
  - Milton Country Park (increasing capacity and way-finding)
  - Chesterton Fen (way-finding and accessibility to River Cam including pedestrian/ cycle bridge crossing over railway)

For non-strategic open space typologies, where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the local planning authorities will seek variations in the component elements to be provided by the developer in order to provide the type of open space most needed.

### **Qualitative**

The councils will require all open spaces to be high quality, low maintenance including water efficient and climate change resilient, publicly accessible with a multi-use functionality and are accessible throughout the year to ensure unrestricted access for new and existing residents and visitors to the area. These spaces may include innovative forms and layouts allowing for a variety of activities that promote health and well-being (having regard to the South Cambridgeshire 2011 Health Impact Assessment Supplementary Planning Document (as updated)). Proposals will need to demonstrate how existing and new open spaces within North East Cambridge connect to form a coherent and legible network with further connections to much larger open spaces within and beyond the Area Action Plan area.

### **Protection of existing open space**

There will be a presumption against any development proposals that result in involves the loss of a sport, open space, recreation or play facility except where it can be demonstrated that there is an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development or provided off-site with enhanced accessibility.

The councils will only consider the reconfiguration of existing open spaces where the space is re-provided on-site to an equal size and that this will achieve



enhancements to address identified deficiencies in the capacity, quality and accessibility of open space.

For the purpose of environmental amenity and landscaping, the linear planting and open space along North East Cambridge's boundary formed with the A14 and roadside noise barrier, railway line and Cambridge Guided Busway will be protected from development.

Where appropriate the Councils will seek to enter into a Section 106 agreement with the developer to implement the above, and for the future management and maintenance of the open space provision, before granting planning permission.

### **Ancillary development on open space**

Proposals for ancillary development on open space within North East Cambridge will be supported where:

- c) It is necessary to/or would facilitate the proper functioning of the open space;
- d) Is ancillary to the uses of the open space;
- e) Is appropriate in scale;
- f) It would contribute positively to the use and quality of the open space.

### **Why we are doing this**

Relevant objectives: 1, 2, 4, 5

An essential part of the character of Cambridge stems from its many green spaces, trees and other landscape features, including the River Cam. These not only play an important role in promoting both active and passive sport and recreational activities but also provide valuable amenity space and support for biodiversity.

Open space, green infrastructure, sports and recreation areas and facilities are highly valued by local people and play a key role in the landscape setting and local identity of Greater Cambridge. They also provide important habitats for wildlife and allow people to have daily encounters with the natural environment. Open spaces not only help support the health, social and cultural well-being of local communities but also help support strategies to mitigate the adverse effects of climate change. All new development should make provision for new or enhanced open space and recreation sites/facilities on-site. The successful integration of open space into a proposed development should be considered early in the design process as part of a placemaking led approach, including the provision of footpaths, running trails and cycle routes.

Development proposals which are required to contribute towards strategic open space provision must provide this in accordance with the Figure 21 to ensure that strategic open space is provided in a coordinated and comprehensive form which forms parts of a coherent green network.

Where a development proposal is unable to provide on-site provision in accordance with the adopted standards, new or enhanced provision should then be made off-site at Bramblefields Local Nature Reserve, Milton Country Park and Chesterton Fen. .

There is current guidance that assesses sustainable development proposals in the form of the South Cambridgeshire Health Impact Assessment Supplementary Planning Document (2011) (as updated). It is used to demonstrate that principles of sustainable development have been applied and that these have a positive outcome of the health and well-being of people living and working in the area. The provision, amount, accessibility and quality of open space is an important consideration in achieving positive health and well-being outcomes for the wider community.

The North East Cambridge area straddles two local planning authorities each with their own open space standards for new residential development. These are based upon each area's general characteristics and needs; standards in South Cambridgeshire reflect its rural nature while those in Cambridge relate to its more urban environment. Due to the high-density nature of development at North East Cambridge, it is considered reasonable to the current adopted open space standards detailed in the Cambridge Local Plan 2018 including their recommended application and deficiency tests outlined in Appendix I as a starting point (or any future replacement as part of the Joint Local Plan). Regard should also be had for Cambridge City Council Open Space and Recreation Strategy along with any other sports related strategies adopted by either council. These provide guidance about the application of the standards in terms what is more suitable for different city wards and the implementation of formal sports facilities. Although the Open Space, Sport and Recreation requirements are broadly based on the Cambridge City Council standards a step change is required in terms of on-site quantum of open space and how it should be most effectively used.

All open space will need to be high quality, inclusive, low maintenance, climate change resilient and multi-functional to maximise their value, availability and functionality throughout the year. They therefore should not be subject to surface water flooding, be multi-seasonal and as well as provide sufficient shade during the warmer months. They should contain such facilities and equipment as appropriate to the functions and purposes of the open space being provided. Spaces should also allow for a range of 'occasional' events that will help support community activities

and sporting events as well as make a positive contribution towards other council strategies including the Cambridgeshire Green Infrastructure Strategy .

As the Area Action Plan will take a number of years to fully build out open space, sport and recreation provision within Greater Cambridge will change over this time and therefore demand will also be impacted. A periodic review of open space, sport and recreational facilities will be undertaken through the councils updated open space and sport related strategies to ensure the supply of facilities meets ongoing demand.

It is also essential that any existing open space deficiencies in neighbouring residential areas (as set out in part in the Cambridge's Outdoor Play Investment Strategy), such as equipped children play spaces are identified. These could provide opportunities for new off-site provision in order to meet the need of both new and existing communities. These spaces will allow new provision during the construction phase to meet the needs of early new residents. Specific off-site contributions will be sought towards informal open space deficiencies including Milton Country Park; Chesterton Fen and accessibility to River Cam including pedestrian/cycle bridge crossing over railway.

Formal sports provision should be met on-site in the first instance if possible. Where it can not be met in full, off-site provision will be sought within the local area. Due to the potential for flooding, the Chesterton Fen area will not be considered as part of any calculation for formal recreational or sports provision.

The requirements for the different types of open space should be applied in a cumulative way. However, the Council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area, in particular on smaller, more constrained sites where it is not physically possible to deliver several different types of open spaces on-site.

For major developments which include residential accommodation, the S106 agreement should ensure the delivery of on and off-site provision is linked and effectively phased to the delivery of new homes.

Existing facilities within North East Cambridge and the wider local area, including Cambridge Science Park and North Cambridge Academy, play a large role in providing open space, sport and recreation provision for existing residents and employees. These are an important element to the overall sport and recreation mix in North East Cambridge and opportunities to extend or make these existing facilities publicly available at certain times of the day and week will add capacity to sports provision within the area and negate, at least in part, the need to make similar services available elsewhere.

The value attributed to local open space by communities is often associated with the availability of facilities that enhance their use and user experience. The provision of small scale ancillary facilities that are appropriate to and support the functions, uses and enjoyment of the open space are supported. Where the open space accommodates a number of user groups, the provision of shared facilities can overcome the need for several smaller buildings thereby making more efficient use of both land and buildings. The siting of ancillary facilities need to be carefully planned to ensure these do not detract from the character of the space, are detrimental to its functions, or give rise to any conflicts with other uses of the open space or surrounding uses.

### **Evidence supporting this policy**

- Open space sport and recreation Topic Paper
- Emerging open space and sports pitch strategies
- Green Infrastructure Strategy
- Habitat Survey + Biodiversity Enhancement Plan,
- Habitat Regulations Assessment
- Typologies Study
- Health + Wellbeing Topic Paper.
- Anti-Poverty Topic Paper (2020)
- Cultural Placemaking Strategy

### **Monitoring indicators**

- Monitor the amount and type of new and retained open space within NEC.
- Update to the Councils' Open Space and Recreation Strategy.
- Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.
- Open space delivered in relation to spatial framework
- Open space usage with survey

### **Policy links to adopted Local Plans**

Cambridge City Council Local Plan 2018

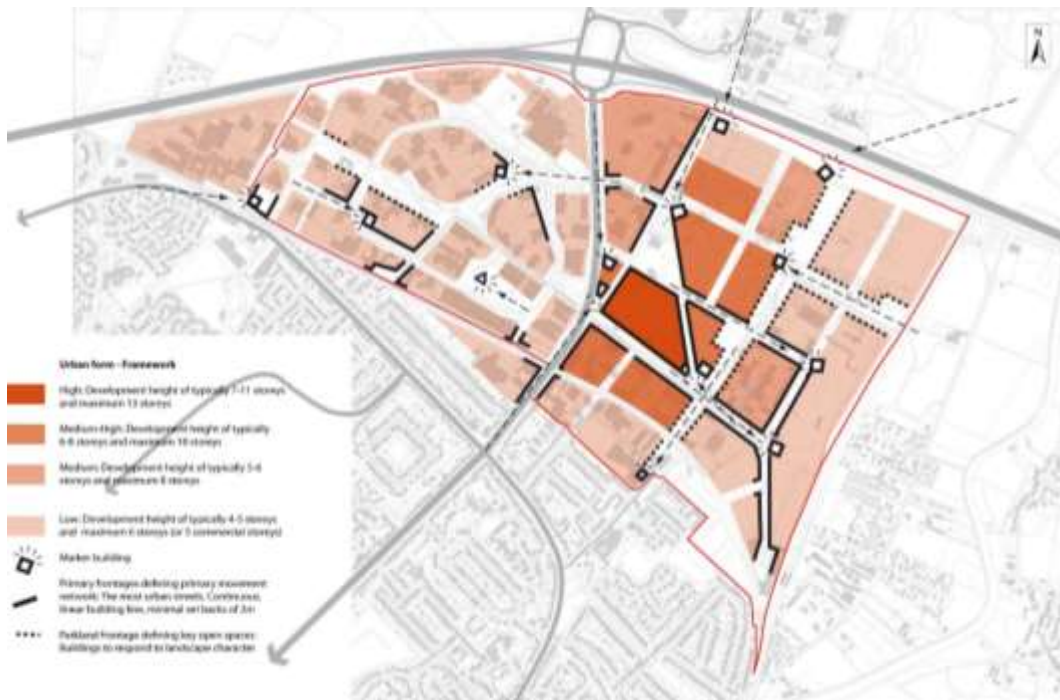
- Policy 15 - Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59 - Designing landscape and the public realm
- Policy 67 - Protection of open space
- Policy 68 - Open space and recreation provision through new development
- Policy 73 - Community, sports and leisure facilities

## South Cambridgeshire District Council Local Plan 2018

- Policy SS/4 - Cambridge Northern Fringe East and Cambridge North railway Station
- Policy NH/6 - Green Infrastructure
- Policy SC/2 - Health Impact Assessment
- Policy SC/8 - Protection of Existing Recreation Areas, Allotments and Community Orchards

2011 Health Impact Assessment Supplementary Plan Document

## 5.4 Density, heights, scale and massing



*Figure 22: Building height ranges and residential densities considered suitable for North East Cambridge*

North East Cambridge should be a place which enables people to live, work and relax within walking distance of everything they need. Building to a higher density means land can be used more efficiently and it makes community services, shops and other facilities more viable. The councils have undertaken evidence which shows that it is possible to build taller in some parts of the area without a negative impact on the wider landscape. This policy sets out expected building heights and densities across the area and how the scale and massing (shape) of buildings should consider its impact on the skyline.

### What you told us previously

- There were a mix of views provided regarding scale and massing at North East Cambridge. There was support for using higher densities where there is good accessibility around the transport hubs including Cambridge North Station and around key amenity spaces. Eddington at North West Cambridge was cited as an example of a good medium height and varied density development and accordingly high-quality design was considered key to ensuring the area could manage higher densities appropriately.
- Concern was expressed that taller buildings would have a negative impact on the rural settings of The River Cam, Fen Ditton and wider Cambridge Green Belt which are near the North East Cambridge area. Further concerns were expressed that taller buildings may impact on the historic core of Cambridge.

A suggested 'cap' of 6-8 floors was suggested by some with a lower maximum of 2-4 storeys suggested by others.

- However, there were concerns raised about very high-density development, with a feeling that it should be low density with 'ample green space' provided. The impact of taller buildings often associated with higher density development and the importance of assessing visual harm was highlighted.
- Concern was raised about microclimatic issues created by tall buildings.
- The need to properly assess building heights and densities within development proposals was highlighted by several respondents. The use of Visual Impact Assessment methodologies to assess whether tall buildings will be harmful on the setting of Cambridge was highlighted. It was noted that a sound evidence base and understanding of what a higher density development at North East Cambridge will do in terms of impact were highlighted as important for informing the preferred policy approach. The need to consider aspects such as the airport safety zone were raised too.
- There was support for the idea of making development within North East Cambridge more visible from Milton Road. There was concern raised about the area feeling too urban and visually cluttered and that a rural character should be 'maintained' with the idea of adding commercial frontages onto a five-line highway considered 'appalling'. It was also raised that it would be important to consider the relationship between new development and Milton Road and how this could inform enhanced walking and cycling provision.

### **How your comments and options have been taken into account**

- The proposed policy considers the importance of both density and good design together to ensure the delivery of a well-designed higher density new city district.. The density of development is informed by its accessibility to sustainable transport modes such as key pedestrian and cycle links, the Cambridgeshire Guided Busway and the transport interchange associated with Cambridge North Station.
- To understand the potential impact of development, the councils have undertaken a Landscape Character and Visual Impact Appraisal to inform the preferred policy but are also commissioning a Heritage Impact and Townscape Assessment to inform a wider Townscape Strategy for North East Cambridge. This will ensure that taller buildings as part of development at North East Cambridge will not impact on the Historic Core of Cambridge, the setting of the City and surrounding heritage assets, as well as nearby established residential neighbourhoods.

- With respect to the landscape assessment the potential impact of taller buildings has been considered and locations have been identified where taller buildings can be located to minimise harm on the wider Fen landscape. These locations have then informed the positioning of the district and local centres and the subsequent proximity to sustainable transport connections. Building heights can also help with wayfinding and district identity and so localised increases in height are being considered to promote this. Whilst overall heights are taller than the heights of 2-6 storeys suggested in comments, the strategy is to bring forward a range of building heights to create a varied and well-articulated skyline, the ambition of which is reflected in the policy.
- In response to concerns that the new District could be a windy and heavily shaded place, it is important that when planning for tall buildings a high-quality street level environment is created. It must be human in scale and resolve microclimatic issues to produce well designed, attractive and comfortable streets and spaces throughout the year. Cross-sections have been devised to show the scale of the street width to building heights as part of each of the centres throughout the North East Cambridge area. These demonstrate how large-scale trees, footways and other open spaces can be easily accommodated whilst delivering the scale of development required to make development at North East Cambridge viable and acceptable.

*Figure 23: Comparison of proposed building heights within North East Cambridge, and existing taller buildings in the area.*

### **Policy 9: Density, heights, scale and massing**

Development densities and building heights should not exceed those identified on Figure 22. Densities and intensification of appropriate uses will increase around highly accessible parts of the Area Action Plan area taking into account wider development sensitives, and activity clusters such as the District Centre and Cambridge North Station.

The overall approach to building densities, heights, scale and massing for all development proposals at North East Cambridge will be expected to create a well-articulated and varied skyline throughout the area. Localised increases in height should be located to help define key centres of activity within the area and help with wayfinding.

Through appropriate landscape and visual impact assessment, heritage impact assessment and massing studies, proposals will be required to carefully assess and consider their impact on the historic and wider skyline and their relationships with the surrounding context, the setting of Cambridge and Fen Edge approaches, including their relationship to the Fen Ditton Conservation Area and other heritage assets. Proposals will be required to demonstrate how they will:



- a) Be of exemplary design which is proportional and elegant;
- b) Create a well-articulated and varied skyline;
- c) Make a positive contribution to the local and wider skyline;
- d) Optimise pedestrian comfort at street level as part of creating a human scale environment;
- e) Help contribute to making a place that is easy to find your way around;
- f) Ensure adequate separation between buildings to limit the cumulative impact of scale and massing;
- g) Ensure that microclimatic impacts are assessed and resolved as part of proposals including understanding cumulative impacts from nearby development;
- h) Ensure that servicing, management and maintenance are an integral part of the planning and design of new buildings;
- i) Where required, undertake an Airport Safeguarding Assessment to understand any implications of buildings over 15m (AOD) on the operational requirements of Cambridge Airport.

### **Why we are doing this**

Relevant objectives: 1, 2, 3, 4, 5

North East Cambridge will be of a size to create a self-sustaining place that provides homes, employment, leisure and other activities. To achieve such a place, the density of the area needs to support the range of activities and uses needed along with making best and most efficient use of the land available, and the site's accessibility to Cambridge North Station and the associated transport interchange. Building heights and the density of development are closely related and in considering building heights, densities, scale and massing, a balance needs to be struck between safeguarding the setting of Cambridge, its key approach and historic core and providing sufficient development potential to create a strong a vibrant district.

### **Density**

The density of development will play a significant role in determining the kind of place created. It helps to define the character of development through the urban form, building types utilised and the quality of open spaces and streets that form the structure of urban places.

National policy requires planning authorities to make the best and efficient use of such available land and to link the density of development to accessibility by public transport infrastructure. The MHCLG National Design Guide (2019) paragraph 63

advocates compact forms of development as a method of bringing people together and supports 'local public transport, facilities and local services' to 'reduce dependency upon the private car'. Such 'transport orientated development' is the model employed in major urban centres and recognises the benefits of low private car dependency when compact, walkable places are created that maximise opportunities to provide shops and services close to and embedded into mixed use districts that also provide homes and jobs. Density is also intrinsically linked to the ability to sustain services and facilities and provide what people need in their day to day lives.

The Area Action Plan will facilitate the delivery of a compact, higher density new city district that maximises walking and cycling connectivity and will deliver a radically different form of development which uses the benefits of density and mixed use high quality context driven design that responds to the established character of Cambridge and the surrounding established places.

In line with NPPF Paragraph 137, that advocates the uplifting of density 'in town centres and other locations well served by public transport', development at North East Cambridge will be expected to make efficient and effective use of brownfield land available to achieve a critical mass of population required to create a self-supporting new city district that internalises trips and takes advantage of existing and planned public transport that provides good accessibility on foot and by bicycle.

A range of development typologies and densities have been considered within the Typology and Development Capacity Study that have informed the understanding of site capacity and how different land uses can be compatible and land efficient. North East Cambridge will deliver a significant uplift in existing commercial floorspace within the Area Action Plan area along with greater housing densities established elsewhere in Greater Cambridge. Buildings will need to be innovative to provide a range of uses to deliver an appropriately dense predominantly mid-rise, attractive street based new city district.

### **Building heights**

*Figure 24: Comparison of building heights across North East Cambridge*

*[To be added]*

Building heights in Cambridge have long been a topic that has created heated discussion over the decades with people both for and against taller buildings. Cambridge has taken a cautious approach to managing tall buildings in the city with Local Plan Policy 60 Tall Buildings and the Skyline and supporting Appendix F advocating a case by case assessment based on a series of set criteria. Such an approach has recognised that even modest increases in height in certain areas of the city have potential to impact on surrounding established neighbourhoods and views from vantage points around and within the city. The prevailing scale of

development in the city is currently between 2 and 5 storeys with other taller structures in prominent locations.

In 2009, Cambridge City Council organised a debate on the topic 'Is tall beautiful?'. This conversation revealed that there were concerns around planning for taller buildings and if tall building were going to be allowed in Cambridge, there was little support for taller buildings within the City's historic core. There was general agreement that any new taller buildings must be sympathetic to their context and position, that they should have a 'sense of place' and be of high quality both in respect of design and materials. It was considered that tall buildings must also be sustainable, environmentally friendly and connected to established infrastructure, particularly public transport. Finally, it was felt that a more proactive "strategy" was needed in order to avoid the potential for a piecemeal approach to the location of tall buildings across the City.

### **Approach to building heights in North East Cambridge**

The North East Cambridge area lies approximately 2.5 miles (4kms) north east of the historic core of Cambridge and so the impact on the Historic Core needs to be considered in terms of the potential to impact on the setting of the City from approach routes and from the various vantage points that allows the historic core in relation to the outlying areas to be understood.

The size of the North East Cambridge area means that a managed approach to scale, massing and the location of tall buildings is needed to help safeguard the setting of the City and to set out a clear strategy within the development area to tie in with a placemaking led approach that requires high quality streets and spaces with great architecture. Whilst Policy 60 and appendix F of the Cambridge Local Plan (2018) will be used for the detailed assessment of proposals for tall buildings coming forward at North East Cambridge, this policy, supporting diagrams and Spatial Framework will be used to manage and plan for where taller buildings can be suitably located.

Overall building heights have initially been tested through a Landscape Character and Visual Impact Appraisal. The councils are undertaking further work in liaison with Historic England to consider the impact of taller buildings on heritage assets, the setting of the city and local townscape through a Heritage Impact and Townscape Assessment. These studies will inform a Townscape Strategy which will draw together the recommendations and conclusions from both reports to help define a tall building approach at North East Cambridge that maximises development capacity but does not harm the setting of Cambridge, its Historic core, the wider Fen landscape or other nearby heritage assets.

Assessments so far have concluded that there is capacity to accommodate some taller buildings in the District Centre without causing a detrimental impact on the wider Fen landscape around North East Cambridge. Development at North East Cambridge could be up to an equivalent of 13 residential storeys or 39m inclusive of

roof top plant (residential floor to floor height of 3m) within the District Centre and this represents a significant increase from the predominate building heights in the City. However, buildings and groups of buildings will need to create a varied and well-articulated skyline, where taller buildings read as incidents and where each considers its impact on the immediate and wider context.

Elsewhere across North East Cambridge there may be local opportunities to increase heights of buildings above the prevailing scale of other new buildings where they have a role in wayfinding, defining key open spaces or maximising proximity and accessibility to sustainable transport infrastructure. Proposals for taller buildings will need to demonstrate that they do not harm the amenity of their surroundings, the setting of the City and the wider landscape character.

North East Cambridge falls within the Cambridge Airport Safeguarding Zone and therefore where taller buildings are proposed may have implications on the airport's operational requirements. Development proposals over 15m AOD will be required to prepare an Airport Safeguarding Assessment to demonstrate that it will not impact on Cambridge Airport in terms of aircraft and airport operational safety.

NOTE: The proposed Urban Form Framework is based on an assumed floor to floor height for residential use of 3m and overall indicated heights are inclusive of plant and lift overruns. It is expected that ground floors will be 4m floor to floor to accommodate non-residential uses. Whilst the plan shows typical height ranges, lower forms will also be acceptable and it is expected that a design led approach will be taken to achieve a human scale, plot-based approach to development.

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records (2019-2020)
- 'Towards an Urban Renaissance' (1999) by The Urban Task Force
- National Planning Policy Framework (2019)
- National Design Guide, Planning practice guidance for beautiful, enduring and successful places, MHCLG (2019)
- Super density – the sequel (2015) HTA, Levitt Bernstein, PTEa and PRP

### **Monitoring indicators**

- Number of awards (shortlisted, finalist, winner) received
- Positive recommendations made to Planning Committee
- Floorspace approved

## Policy links to the adopted Local Plans

### Cambridge Local Plan (2018)

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

### South Cambridgeshire Local Plan (2018)

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards
- H/18: Working at Home
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments

- TI/9: Education Facilities

## 5.5 North East Cambridge Centres

*Figure 25: Location of new centres in North East Cambridge*

There are four new centres for community services, retail, leisure and cultural activity within the North East Cambridge Area Action Plan area: District Centre, Science Park Local Centre, Station Approach Local Centre, and Cowley Road Neighbourhood Centre. This section sets out the mix of uses that is envisaged in each centre, and principles for their design. It is also illustrated how this could be achieved in practice to make lively, welcoming and characterful places to visit, work and live.

### What you told us previously

- Broadly the comments received supported the Issues and Options Indicative Concept Plan. In particular, it was noted that there is support for encouraging people to travel by walking and cycling and that roads should be designed on the edges of the site to encourage quicker, easier and more sustainable ways of travelling.
- However it was also suggested that the district centre should be located around Cambridge North Station to create a 'destination' location containing retail and other town centre uses. However others suggested that the district centre be located within Cambridge Science Park at the planned Trinity College Hub.
- Generally most comments agreed that North East Cambridge should provide a range of supporting facilities, including shops, community facilities and socialising spaces, to create a place where people can enjoy living and working. These non-residential uses should be well integrated to help create vitality and vibrancy to this new city district.
- There was also support for some shopping provision in the vicinity of Cambridge Regional College as well as independent retail provision.
- You also told us that new services and facilities should be located close to existing residential areas in order for both new and existing residents to benefit.

### How your comments and options have been taken into account

- The proposed policies provide further development requirements and design guidance for proposals that sit within the North East Cambridge centres. These policies, in combination with the other policies of the plan, identify how the centres in particular should be based around people rather than vehicle movements. The District Centre for example is 'access only', meaning that vehicle movements to Cambridge North Station and the Aggregates

Railheads, are kept away from this important local hub of services and community facilities whilst ensuring pedestrians and cyclists are prioritised.

- The preferred approach to the location of the District Centre is for it to be located on Cowley Road between Cambridge North Station and Milton Road. This would locate the centre on the intersection of a number of key pedestrian and cycling routes, including new routes identified on the Area Action Plan Spatial Framework from the existing residential areas in East Chesterton. It is recognised that Cambridge North Station will be an important gateway location into the site and an important local transport hub. Therefore a Local Centre, known as Station Approach, has been identified in this location. The suggestion to locate the District Centre within Cambridge Science Park could undermine the potential for people to use this centre for day to day needs due to the physical separation of this area from the residential led development on the east side of Milton Road.
- The preferred policies within the plan identify that the centres should contain a mix of community, cultural and retail facilities and services to create areas of interest and vibrancy within the Area Action Plan area. Their locations, including the Cambridge Science Park Local Centre, mark the intersection of key routes for pedestrians and cyclists entering North East Cambridge from the residential communities to both the north and south in order for them to serve the daily needs of those living and working beyond the Area Action Plan boundary.

### **Policy 10a: North East Cambridge Centres**

The centres within North East Cambridge must be designed to create multi-functional, vibrant hubs for activity that builds community and encourages a diversity of people to interact and dwell. Proposals must be designed to create a safe and active public realm which meets the needs of all parts of the community.

Development proposals within the identified district centres will be permitted where they are in accordance with the other policies of the Area Action Plan and address the following criteria.

- A mix of residential and employment (B1) uses should be provided above ground floor level, in accordance with Policy 12a and Policy 13a;
- The provision of a range of retail units, varying in size between 50m<sup>2</sup> and 110m<sup>2</sup> which will serve the day to day needs of people living and working in this area, in accordance with Policy 15: Shops and local services;
- Community and cultural facilities such as community centres, libraries and multi-use cultural venues should be provided within the identified centres as part of mixed-use buildings to make efficient use of land.



- Development should create a well-designed, high quality and inclusive public realm, providing spaces for movement, interaction, circulation, seating and biodiversity to enable public life to thrive. Streets and spaces should be designed to be multi-user, multi-generational, flexible, adaptable and climate change resilient.
- The storage of waste and recyclable materials, bicycles and utilities infrastructure should be integrated into the design of the building to avoid having a negative effect on the public realm.
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built-up nature of the centres, surface water flooding should be mitigated in the design of the development and public realm;
- Servicing should be accommodated 'on street'.

### Policy 10b: District Centre

Current/previous land use	Veolia Waste Transfer Station Golf Driving Range Former Park and Ride facility Office buildings		
Acceptable land uses	Residential (see Policy 13a) Employment (B1a) (see policy 12a) Town Centre uses (see Policy 15) Community and cultural including primary school (see Policy 14) Health facilities (see Policy 14)		
Indicative Development Capacity			
Residential units	Employment	Retail	Community and Cultural Uses
c. 250 units	c. 20,000m <sup>2</sup>	5,000m <sup>2</sup>	5,700m <sup>2</sup> (plus primary school)
Ownership	North – Cambridge City Council South – The Crown Estate		
Phasing			

2025-2030	2030-2035	2035-2040
x	x	x

**Development Requirements**

Key enabling moves required to facilitate development include:

- The relocation of the Veolia Waste Transfer Station off-site, in accordance with the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Proposals Map (and future successor document: Minerals and Waste Local Plan);
- The off-site relocation of the Golf Driving range.

Appropriate uses

- A mix of retail, community, cultural and education provision to support day to day needs within North East Cambridge;
- Employment (B1) and residential development above ground floor level;
- Open space and amenity provision as part of First Public Drain and District Square.

**Design requirements**

- Development should improve the arrival experience to the District Centre from the surrounding areas;
- Development within Cambridge Business Park that falls within this centre will be required to form the southern half of the District Centre. Proposals will be required to reflect the grain, scale and form of development on the northern side to create a coherent and legible District Centre;
- The First Public Drain is a key asset that should be protected and enhanced as a biodiversity corridor and safe amenity space which is integrated into the District Centre;
- A new District Square should be created at the intersection of the District Centre, diagonal link and Linear Park. The design of the District Square should facilitate the provision of a local market to operate as well as other public events and informal use. The District Square will need to:
  - a) Support a range of creative local businesses in creating a sense of place in the District Square through the provision of flexible space for market stalls to operate;

- b) Provide opportunity for local businesses to trade, on a weekly basis. In addition, farmers markets and seasonal markets may operate throughout the year alongside other events and everyday life activities in this space;
  - c) Promote a large public, high quality and lively gathering place which is mixed-use, for local residents and employees to use; while creating a distinctive sense of place, optimising the use of public space;
  - d) Provide appropriate space for market and other event storage within adjacent public buildings or facilities;
  - e) Provide the necessary infrastructure to support a range of activities including electricity for pitches and designated loading and unloading spaces.
  - f) Be designed to complement rather than conflict with the neighbouring uses in terms of quality of life / amenity issues such as noise, odour and servicing.
- The public realm within the District Centre should provide spaces which are available for everyone to enjoy all year round, during the day and evening and that are safe. These spaces should invite people to spend time there to help foster social interaction.

### **Policy 10c: Science Park Local Centre**

Current/previous land use		Vacant land – extant planning permission for B1 building	
Acceptable land uses		Residential (see Policy 13a) Employment (B1) (see Policy 12a) Town Centre uses including retail (see Policy 15) Community and cultural (see Policy 14) Logistics Hub (see Policy 12b) Car Barn (see Policy 22)	
Indicative Development Capacity			
Net residential units	Employment	Retail	Community and Cultural Uses
	Employment space: c. 4,800m <sup>2</sup> Logistics Hub: 1,150m <sup>2</sup>	1,000m <sup>2</sup>	100m <sup>2</sup>
Ownership	Trinity College		
Phasing			
2025-2030		2030-2035	
		x	
2035-2040			

### Development Requirements

#### Appropriate uses

- Retail and community floorspace appropriate to the role and size of the Local Centre with employment (B1) floorspace above ground floor level;
- A small logistics hub to be located within Local Centre to consolidate last mile deliveries. Last mile deliveries should be by sustainable modes, including zero-carbon means.

#### Design requirements

- Development should improve the arrival experience to the Local Centre and Cambridge Science Park from Cambridge Regional College and the surrounding areas;
- A high quality amenity and biodiversity public open space should be provided to the east of the local centre to enhance the entrance to Cambridge Science Park in this location;
- An enhanced public space should be formed to encourage street activity and opportunities for people to dwell within an inviting public realm;
- Development should address King's Hedges Road/Cambridgeshire Guided Busway through active frontages where possible and by bringing the building line forward to introduce a new urban character;
- There is an opportunity to enhance the junction with the Cambridgeshire Guided Busway and Kings Hedges Road through significant public realm improvements including tree planting and pedestrian and cycling crossings. This would need to be carried out in partnership between the Greater Cambridge Partnership, Cambridgeshire County Council, Cambridge Science Park and Cambridge Regional College. Proposals should be designed to encourage the through movement of people from the Guided Busway bus stop to Cambridge Regional College.

Image below: Cambridge Science Park Local Centre plan

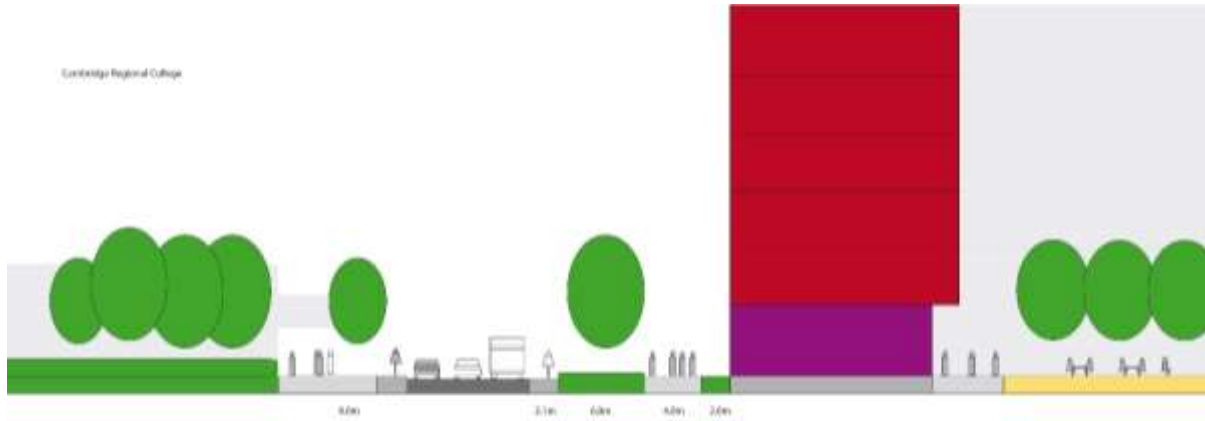


Below: Existing street section

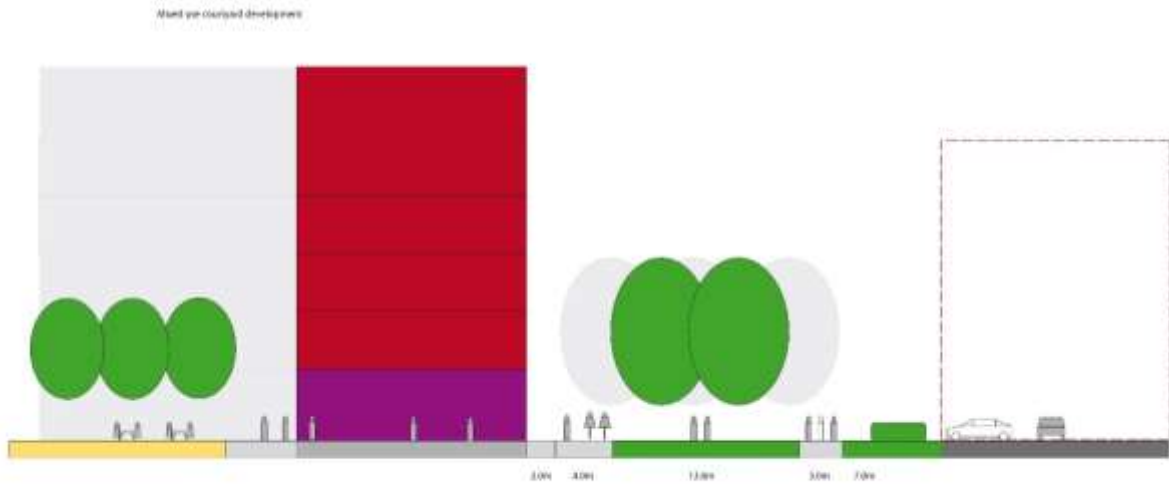


Sub Area 4 - Science Park Centre  
Access road existing looking north

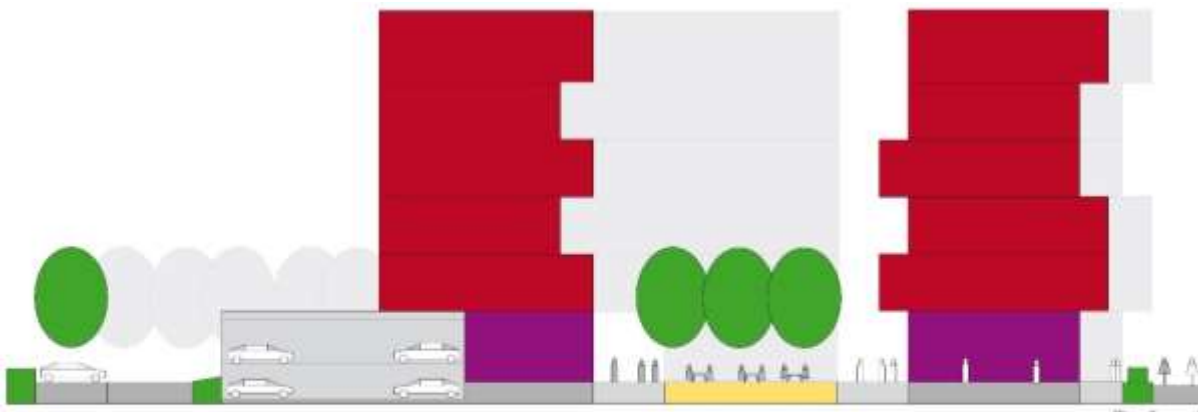
Below: Proposed street section



Sub Area 4 - Science Park Centre  
Access road proposed looking north



Sub Area 4 - Science Park Centre  
Linear Park looking north



Sub Area 4 - Science Park Centre  
Kings Hedges Road looking east 1 of 2

## Policy 10d: Station Approach

Current/previous land use	Railway car park Former railway sidings Vacant land		
Acceptable land uses	Residential (see Policy 13a) Employment (B1a) (see Policy 12a) Town Centre uses including retail (see Policy 15) Community and Cultural Uses (see Policy 14)		
Indicative Development Capacity			
Net residential units	Employment	Retail	Community and Cultural Uses
c. 500 units	c. 15,000m <sup>2</sup>	1,000m <sup>2</sup>	100m <sup>2</sup>
Ownership	Chesterton Partnership (Formed of Network Rail / DB Schenker / Brookgate)		
Phasing			
2025-2030		2030-2035	2035-2040
x		x	
<b>Development Requirements</b>			
Appropriate uses			
<ul style="list-style-type: none"> <li>Retail and community floorspace appropriate to the role and size of the Local Centre with employment (B1) floorspace and residential above ground floor level.</li> </ul>			
<b>Design Requirements</b>			
<ul style="list-style-type: none"> <li>The existing station car park should be re-provided in a more efficient multi-storey car barn as part of a mixed-use higher density development proposal;</li> <li>Development should improve the arrival experience from Cambridge North Station;</li> </ul>			

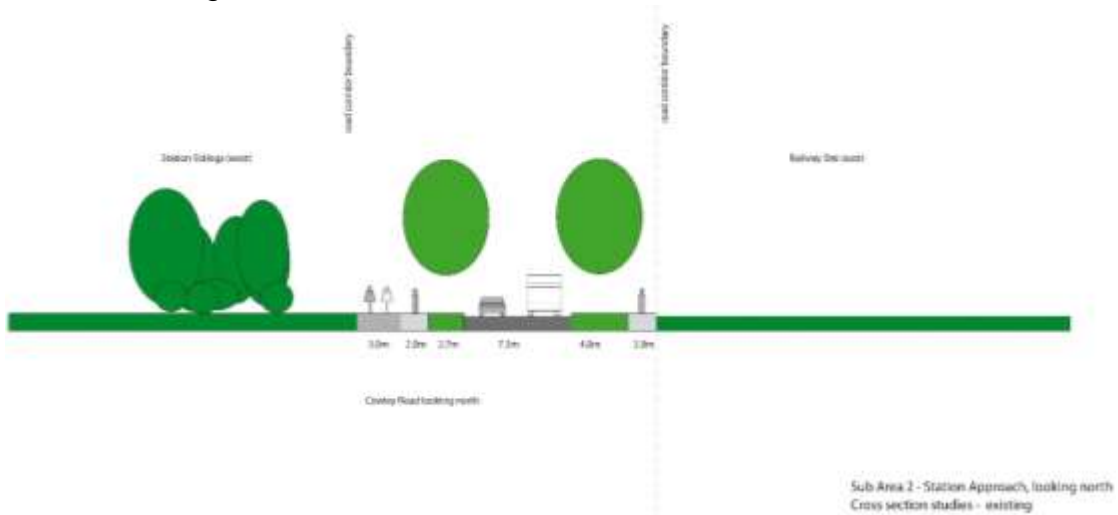


- Development should mitigate adverse impacts on residential amenity and public open spaces from the adjacent railway line, station and Cambridgeshire Guided Busway/CAM;
- This area contains land with potential high biodiversity value, therefore a detailed ecological assessment should be undertaken to identify the biodiversity value present and recommend a strategy for minimising loss and maximising biodiversity gain (see Policy 5: Biodiversity and Net Gain) Key routes and connections;
- Safeguard land to accommodate the CAM (Cambridge Autonomous Metro) (including interim construction site) adjacent to Cambridge North Station to facilitate a transport hub (in accordance with Policy 19);
- Development proposals should consider taking the First Public Drain overflow out of its culvert which extends into the Knuckle and flows through to Chesterton Fen;
- Station approach should provide attractive, safe and generous pedestrian and cycling provision linking the Waterbeach Greenway and the Chisholm Trail;
- A new public open space (Station Place) along Station Approach should be provided to create an informal space which offers opportunities for people to dwell and interact;
- Due to wider landscape and townscape sensitivities, major development in this location should be informed by a Landscape Visual Impact Assessment and a Townscape Assessment/Appraisal.

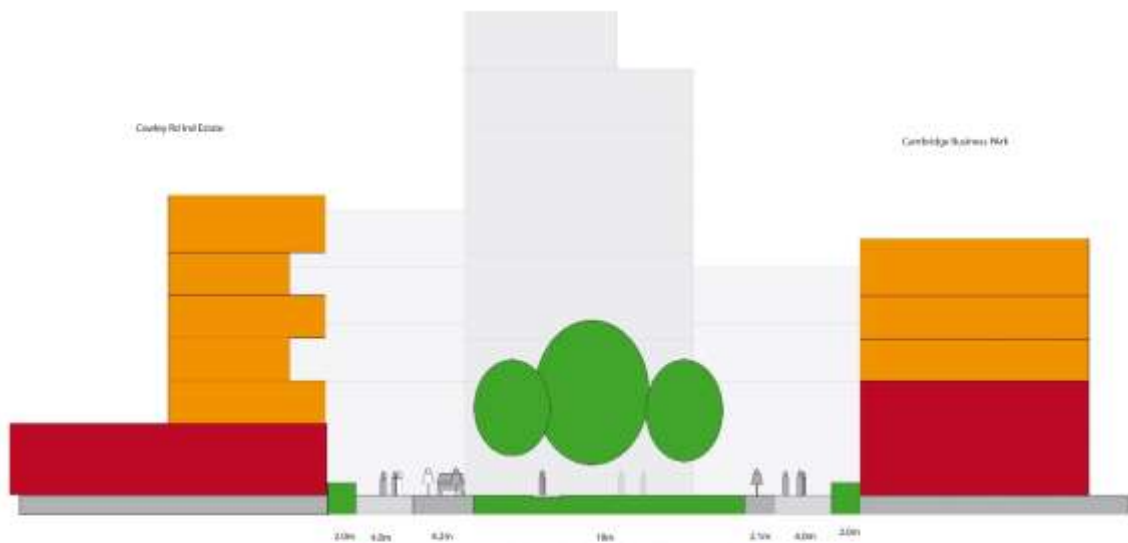
Image: Station Approach Centre plan



Below: Existing street section

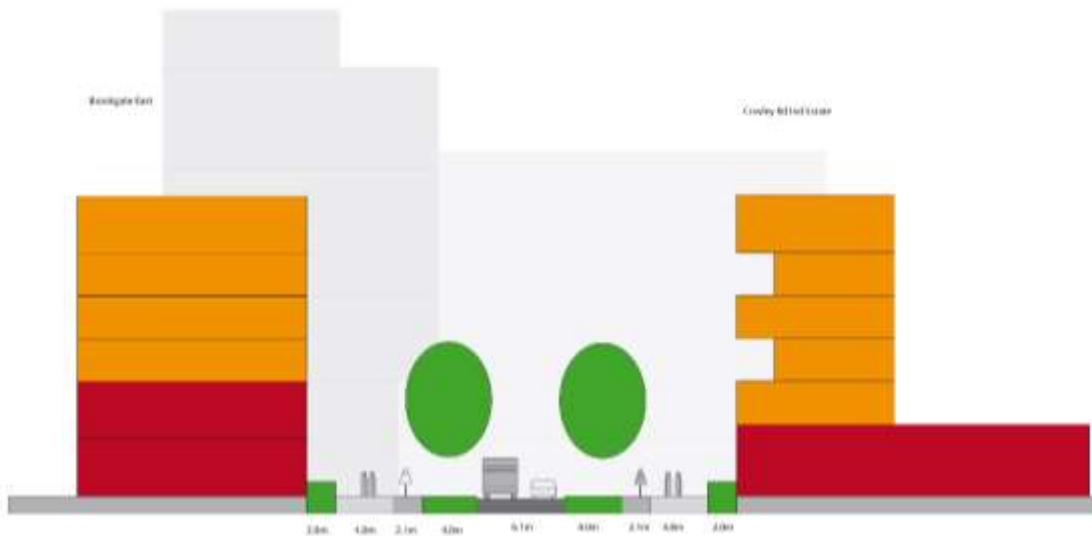


Below: Proposed street sections



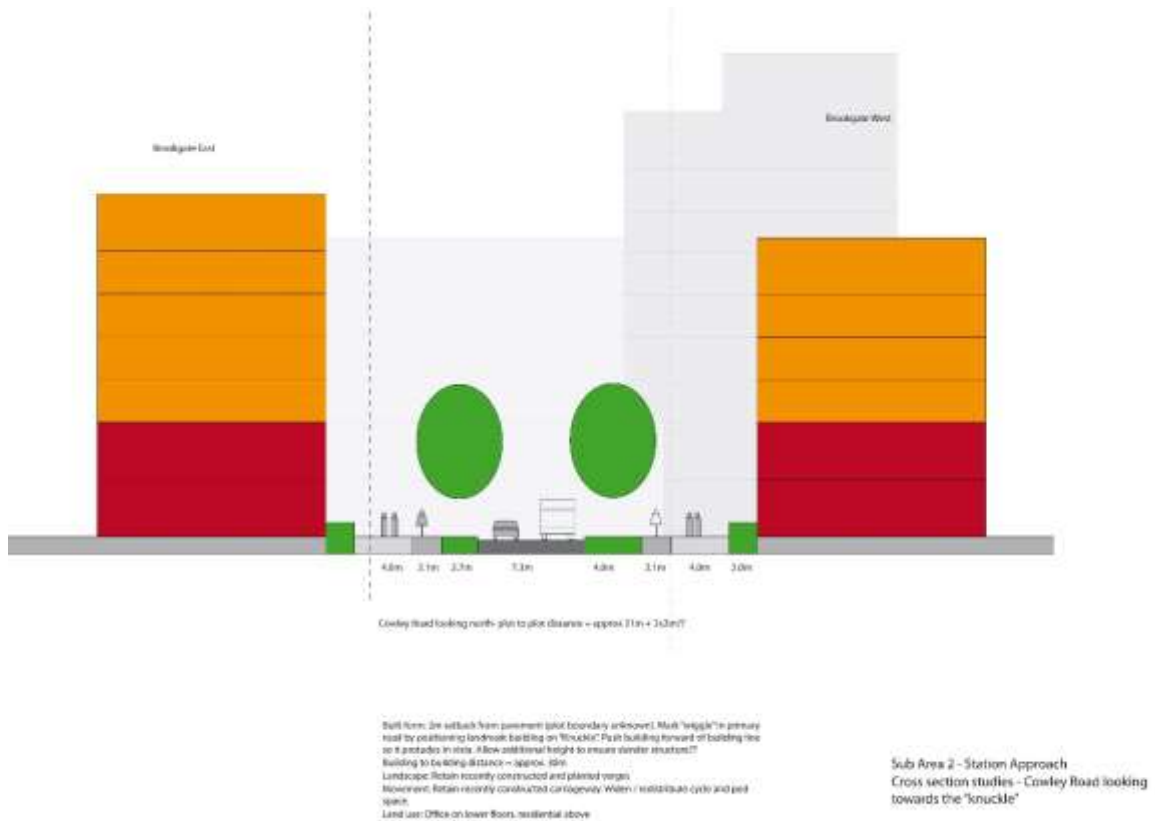
Build form: 2m planted setbacks on CBP and Cowley Road Ind Estate. Building to building distance consistent along corridor - approx. 30m (see Sub Section 1). Terminate views along corridor on landmark building or "knuckle". Shift position to push into views and allow more height to create skyline structure?  
 Landscape: Continue green corridor established in subsection 1 and widen to incorporate footways on either side. Selective retention of existing planting to establish local natural feel for district centre.  
 Movement: No through access for motorised vehicles. 1 parking pavement / shared space with integrated cycling and local access loops on north side.  
 Land use: How does employment on both sides. Allow for design units for 80 uses on Cowley Road side?

Sub Area 2 - Station Approach  
 Cross section study through green main corridor looking to knuckle. No through traffic or access strategy alternative options



Build form: Retain similar profile / proportions as Cowley Road south to create consistency along the primary route.  
 Landscape: Continue green verges as established in recently constructed Cowley Road south. Wider verge to meet to form as parkway can be reduced to 6.0m.  
 Movement: Primary movement route (highlighted as per diagram for Sub Area 1).  
 Land use: Employment at ground level, residential on top. Eastern side could include wider width to accommodate 60-100 uses.

Sub Area 2 - Station Approach  
 Looking south towards "knuckle" from Cowley Road



## Policy 10e: Cowley Road Neighbourhood Centre

Current/previous land use		St Johns Innovation Park (Offices/R&D) Anolian Water Waste Water Treatment Plant	
Acceptable land uses		Residential (see Policy 13a) Employment (B1a) (see Policy 12a) Town Centre uses including retail (see Policy 15) School campus to include: <ul style="list-style-type: none"> <li>• Primary</li> <li>• Secondary (if required) (see Policy 14)</li> </ul>	
Indicative Development Capacity			
Net residential units	Employment	Retail	Community Use

c. 100 units	c. 3,000m <sup>2</sup>	300m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Primary school</li> <li>• Secondary school (if required)</li> </ul>
Ownership	West of Cowley Road: St Johns College East of Cowley Road: Anglian Water		
Phasing			
2025-2030	2030-2035	2035-2040	
	x	x	

### Development Requirements

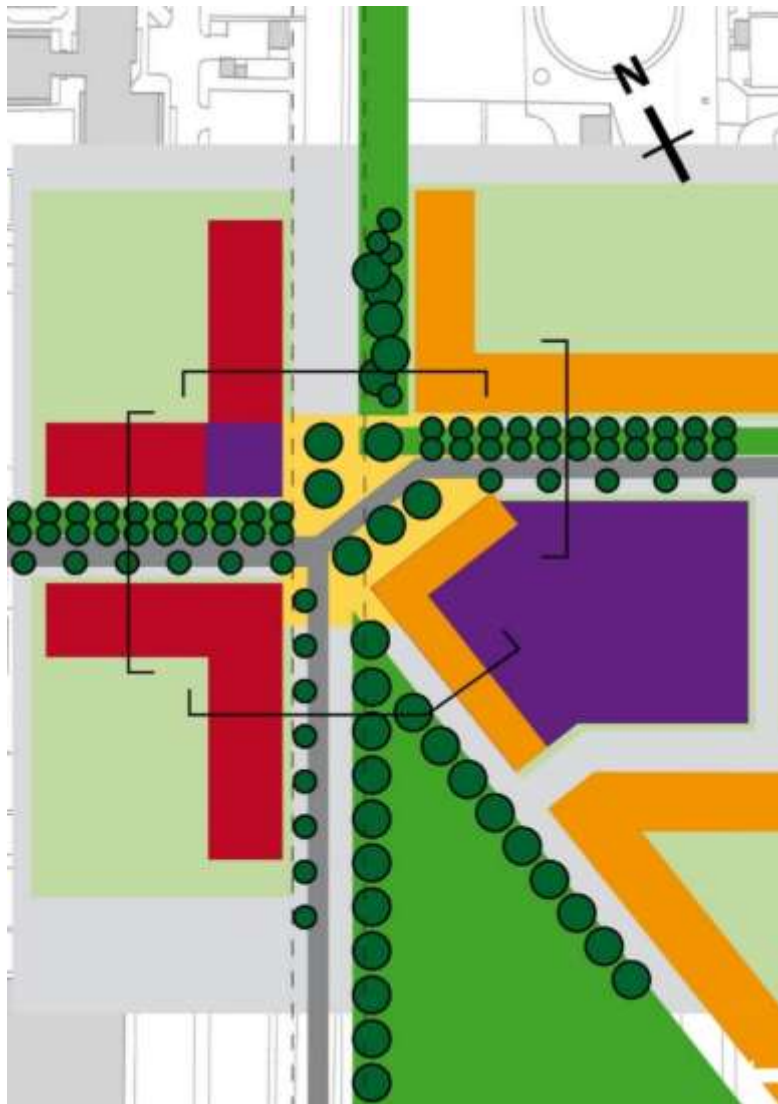
Appropriate uses:

- A Primary and Secondary School (if required) Campus to form the anchor of the Neighbourhood Centre; mix of residential and employment (B1) should be provided above ground floor level, in accordance with Policy 13a and Policy 12a;
- The school campus should be integrated within the neighbourhood centre.

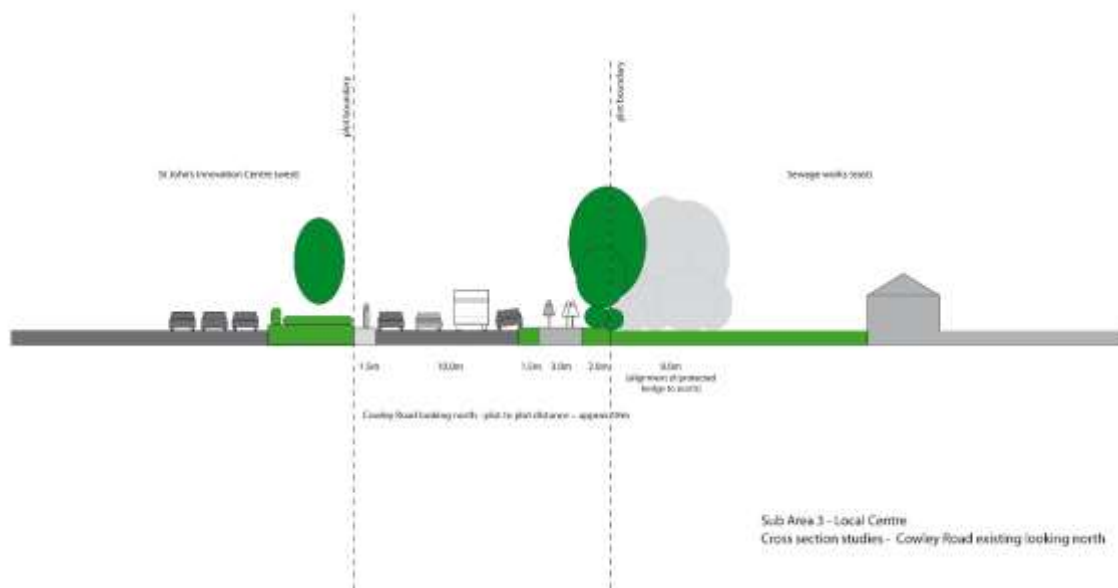
### Design requirements

- Development should mitigate adverse impacts on residential amenity, education facilities and public open spaces from the A14 and Milton Road;
- The Cowley Road Hedgerow, a City Wildlife Site, should be protected and enhanced as part of development and public realm proposals;
- A new open space (Cowley triangle) and square should be created at the intersection of the Cowley Road Neighbourhood Centre, diagonal link and new connection to Cambridge Science Park which can form the basis for informal open space and public events, providing opportunities for people to dwell and interact;
- Development should address the street along Cowley Road through active frontages where possible and by moving the building line closer to the street to introduce a new urban character;
- To allow for easy movement through the centre, circulation space should be provided outside of the school campus;
- Opportunities for schools to be delivered as part of mixed-use buildings/developments should be explored.

Below: Cowley Road Neighbourhood Centre plan



Below: Existing street section

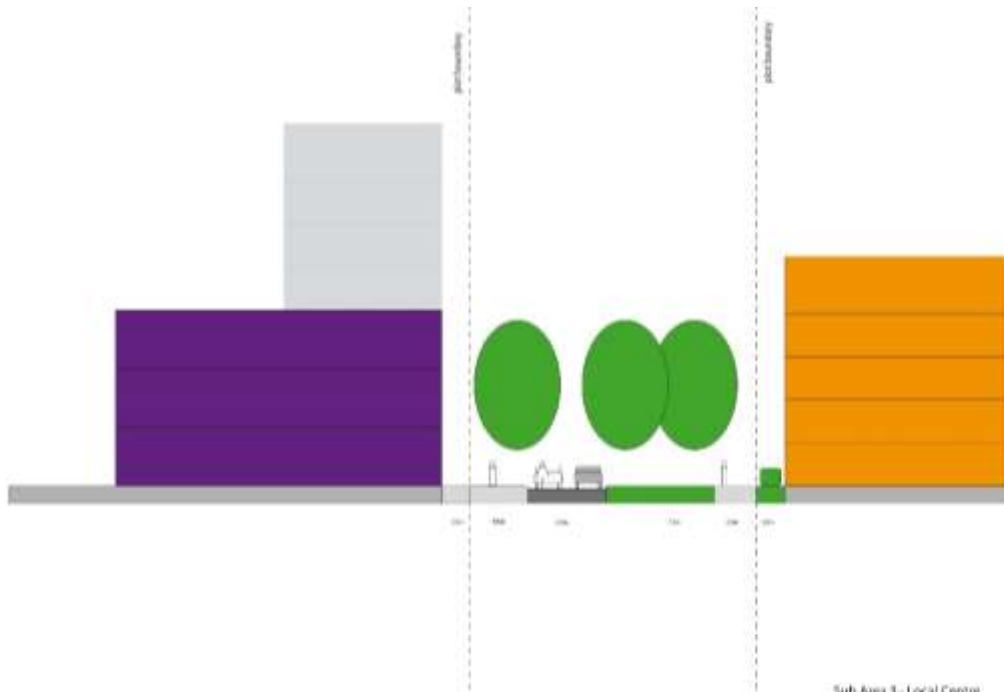


Below: Proposed street section

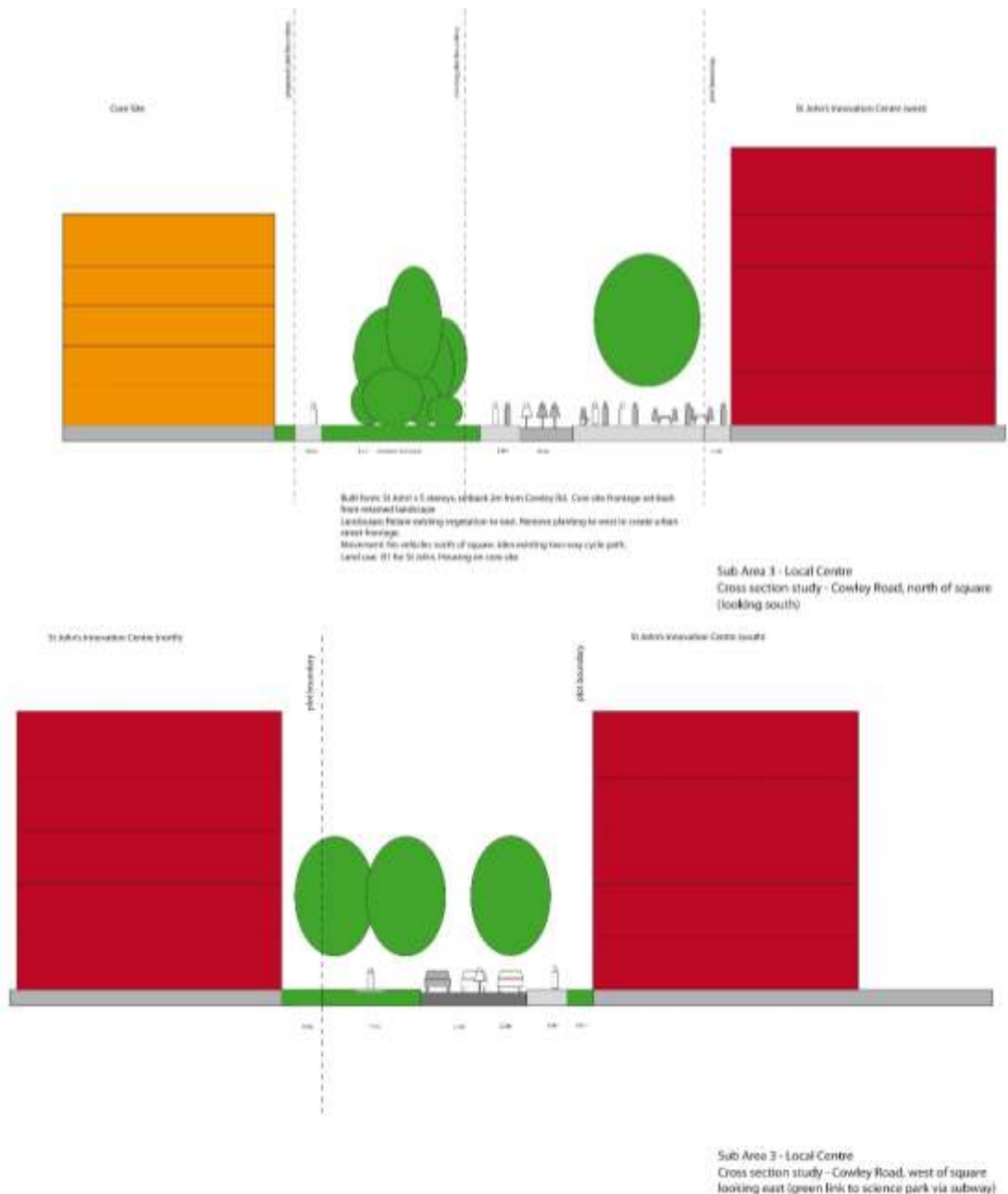


Build form: St John's 3 storeys, setback 2m from Cowley Rd. School building: 3 storeys plus 21m high behind green (see plan)  
 Landscaping: Remove existing vegetation to east and to create 1m high green space (including on street, see plan). Retain (planting) to west to create urban street frontage. Allowance: Reduce road width, and remove on street parking. Wider parking (see new cycle path). New diagonal cycle / path route along green.  
 Land use: 21 for St John's School with housing on top to create higher development on corner.  
 Reference: Cambridge City Centre green spaces (King College, Amersden)

Sub Area 3 - Local Centre  
 Cross section study - Cowley Road, south of square



Sub Area 3 - Local Centre  
 Cross section study - Cowley Road, east of square  
 looking west (green link to corridor park)



## Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

There are a number of overarching principles which will apply to all development proposals within each North East Cambridge centre, as well as bespoke requirements and design guidance applicable to specific centres across the new city district. These policies set out how these new centres will create vibrant, multi-functional, community spaces for new and existing residents, workers, visitors and students.



The centres should be thought of as more than just transport or movement corridors. They should be considered and planned as the foundation for public life, public health, for social and cultural exchange and for the promotion of sustainable and liveable lifestyle. A multi-user and multi-generational approach to their design, programme and management will create the conditions for public life to thrive throughout the day and evening. This should include opportunities to dwell, meet family and friends, play, and exercise.

## District Centre

*Figure 26: Illustration of the design ambition for the District Centre*

The North East Cambridge District Centre will be the focus of this new city district. It will provide a mix of land uses that will support the day to day needs of the people living, working and visiting North East Cambridge and the adjacent neighbourhoods. The District Centre will contain residential units in the form of apartments and employment floorspace. Ground floors will be activated through retail, community and cultural uses.

Images: District Centre plan



The District Centre will also prioritise pedestrians and cyclists, with limited and well managed servicing and delivery vehicle access. Located between the primary access route towards Cambridge North railway station and the Cambridgeshire Guided Busway the district centre will be easily accessible by public transport.

The District Centre will be the key link between Cambridge North Station and Cambridge Science Park in terms of land use and activity. It will provide a significant amount of retail floorspace comprising of a mixture of 'town centre uses' including comparison and convenience shopping as well as food and beverage. The retail offer in the District Centre will encourage independent retailers as much as possible, although high street chains could be accommodated within smaller units as typically found on local high streets.

The area will also be the community and cultural hub for the area, the location for much of the community spaces, venues and events space. Outdoor community events should be primarily located within the new District Square which lies at the intersection between key local and strategic pedestrian and cycle routes. This new District Square will also be anchored by a new primary school and community and cultural uses.

The First Public Drain is a key biodiversity asset of the site and will need to be well integrated with the new District Centre. Development either side of the watercourse should capitalize on this unique asset for both biodiversity enhancement as well as integration within the street as part of a new attractive public realm.

The District Centre will be the heart of this new community and the streets and public spaces should be designed around the needs of all, from the young to the old, residents, workers and visitors. Buildings should have a positive relationship with the street and open spaces to create a place where public life can thrive.

Beyond the District Centre, a new pedestrian and cycling bridge will connect over Milton Road to Cambridge Science Park. There will need to be a strong visual relationship between the district centre and the new bridge to create a seamless link that is well used by people and helps bring the two sides of Milton Road together as part of this new city district.

### **Science Park Local Centre**

*Figure 27: Illustration of the design vision for the Cambridge Science Park Local Centre*

The Cambridge Science Park Local Centre is positioned at the southwestern corner of Cambridge Science Park and is adjacent to Cambridge Regional College and King's Hedges Road. The site has good existing accessibility to the Cambridgeshire Guided Busway and by foot and cycle to the adjacent residential areas of Kings Hedges, Arbury and Orchard Park.

Development in this location should address King's Hedges Road to create a welcoming entrance into Cambridge Science Park. The provision of community and cultural space and retail units delivered as part of an employment led mixed-use development will also serve local residents, employees and students in this area.

To further enhance this entrance into Cambridge Science Park, there is an opportunity to create a new public open space to the east of the local centre which

can form part of both the local amenity offer in this part of Cambridge Science Park but also connect into the wider green network. This space should be accessible and welcoming to all and encourage social interaction. This open space will also assist in this local centre achieving biodiversity and water management requirements.

The creation of this new centre provides the opportunity to enhance the existing junction of Cambridge Regional College and King's Hedges Road which will further improve the areas accessibility by foot and cycle from the surrounding residential areas.

A small logistics hub has been identified for this site to facilitate last mile deliveries for Cambridge Science Park and potentially some of the wider North East Cambridge area. This facility would allow for deliveries to be consolidated close to the main road network before they are delivered to individual buildings by sustainable transport modes, preferably by zero-carbon means.

### **Station Approach Local Centre**

Station Approach will be a key transition place between Cambridge North Station and the District Centre. It will therefore be crucial that development is planned in a comprehensive manner to ensure that key issues such as land uses, active frontages and street activity are addressed whilst delivering well designed streets, spaces, and wayfinding to create a place that is easy to find your way around.

This area is identified for mixed-use development, primarily comprising of business space and apartments brought forward alongside a small amount of ground floor retail provision and community and cultural uses. Development in this area will need to respond to the constraints of the nearby railway and station in order to protect residential amenity.

Redevelopment of the long-stay Cambridge North station surface car park will need to ensure that this car parking is re-provided as part of a mixed-use development in order to maximise the efficient use of land. The exact amount of car parking to be re-provided for the station will need to consider its good current accessibility by walking, cycling and public transport, the improvements to accessibility, as well as the wider constraints on highway capacity. The current primary access route along the east-west section of Cowley Road to Cambridge North Station will be realigned further north as to avoid HGV, bus and other vehicle movements through the District Centre (see Chapter 5 and Area Action Plan Spatial Framework).

The area around the bend in Cowley Road, known as 'The Knuckle', is a key point along the district spine and development in this location should be of exceptional design quality which aids legibility along this key route. Nevertheless, development in this area will be highly visible from the sensitive wider Fen landscape and from the River Cam, as set out in Policy 9.

## **Cowley Road Neighbourhood Centre**

Cowley Road Neighbourhood Centre is positioned on the intersection of a number of key pedestrian and cycling routes within the North East Cambridge area. This includes the new underpass under Milton Road between Cambridge Science Park and St John's Innovation Park as well as the main pedestrian and cycle route between North Cambridge railway station and, via the Jane Coston Bridge, to Milton. This Neighbourhood Centre is anchored by a new primary and secondary school campus, (subject to the secondary school being required in accordance with Policy 14: Social, community and cultural Infrastructure), and supported by a number of small retail units that will serve the day to day needs of people living and working locally. It would also contain some commercial (B1) floorspace that would front Cowley Road.

The Cowley Road Neighbourhood Centre also extends into St John's Innovation Park, where a small amount of ancillary retail space would extend the local centre over Cowley Road and form part of the new underpass link to Cambridge Science Park.

The Cowley Triangle open space provides an opportunity to encourage social interaction between those living, working and studying in area. The space should be well designed and welcoming to all and include opportunities to dwell, socialise and relax.

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)
- National Design Guide, Planning practice guidance for beautiful, enduring and successful places, MHCLG (2019)
- Super density – the sequel (2015) HTA, Levitt Bernstein, PTEa and PRP
- North East Cambridge Ecology Study
- Community Safety Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)

### **Monitoring indicators**

- Employment floorspace consented and delivered per centre
- Residential units consented and delivered per centre
- Retail floorspace consented and delivered per centre

- Community and cultural floorspace consented and delivered per centre

## Policy links to adopted Local Plans

### Cambridge Local Plan (2018)

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

### South Cambridgeshire Local Plan (2018)

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- H/8: Housing Density
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: Education Facilities

## 5.6 Housing design standards

New homes need to create great places to live and be able to meet the changing needs of their residents over time. Good internal spaces, and private outdoor spaces, are fundamental for wellbeing and health, and ensure that development creates liveable places that help to foster stable, neighbourly communities. This policy sets out the space standards that we require both internal and external, to create high quality, higher density housing in North East Cambridge.

### What you told us previously

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near to each other supported by good sustainable transport options.
- However, there were concerns raised about very high-density development, including the quality and size of housing that would be provided and the impact taller buildings would have on microclimate.

### How your comments have been taken into account

- Concerns about the quality of the kind of place created at North East Cambridge in terms of amenity and microclimate are addressed through the 'Technical housing standards – nationally described space standard (March 2015)' requirement in the policy. The requirements set in the standards help provide accommodation that meets the needs of future residents in terms of internal spaces standards.
- To provide a required standard for private and shared communal amenity space a series of minimum space standards are identified. Good design goes beyond achieving minimum 'space standards' and the other policies in the Area Action Plan clearly set out expectations with regards to design quality at North East Cambridge. Evidence work through the North East Cambridge Typologies Study, has compiled examples of innovative buildings and developments that deliver higher densities whilst also creating great places in which to live and work.

### Policy 11: Housing design standards

Proposals will be designed to:

- a) Provide new residential units whose gross internal floor areas and private amenity spaces that are usable and meet the residential space standards set out in the Government's Technical Housing Standards – nationally described space standard (March 2015) (or any future equivalent) as a

minimum. It will be expected that new residential units at North East Cambridge will exceed these standards.

- b) Ensure that a minimum of 5 m<sup>2</sup> of private outdoor space is provided for a 1-2 person (bedspace) dwelling and an extra 1 m<sup>2</sup> is provided for each additional person (bedspace). This can be provided as private balconies or shared private communal outdoor space, which can be rooftop or podium garden space (having regard to Policy 7 in relation to landscaping and trees). The minimum depth and width of all balconies and other private external spaces must be 1500mm to ensure adequate circulation space. Private outdoor space must have adequate outlook, orientation and privacy, and be of practical shape and utility.
- c) Achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.
- d) Residential development should maximise the provision of dual aspect dwellings and avoid the provision of single aspect north facing dwellings as much reasonably possible.
- e) Residential development should ensure that all habitable rooms receive good natural daylight and sunlight. All homes should provide for direct sunlight to enter at least one habitable room for part of the day and living areas and kitchen/dining spaces should preferably receive direct sunlight. Communal areas within flatted developments should also receive natural daylight and ventilation as much as possible.
- f) 90 per cent of new build housing to meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings', with the remaining 10 per cent meeting Building Regulation requirement M4(3) 'wheelchair user dwellings', i.e. will be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users'.

### Why are we doing this

Relevant objectives: 3, 4

Along with the other policies of the Area Action Plan that establish an expectation for high quality design, the density of the development will need to be carefully managed to ensure high levels of amenity and that functional design elements are well resolved. Due to the higher density nature of development at North East Cambridge, achieving good quality development needs to be carefully managed to achieve the best possible outcomes. Environmental factors that affect usability of buildings and spaces such as daylight, sunlight and shade, noise, odour and other types of pollution need to be assessed as part of a 'design led' approach. Amenity, privacy



and other development factors will also need to be considered and mitigated to avoid significant harmful effects on residents. Private and communal amenity spaces in the form of balconies, terraces and winter gardens along with more conventional gardens will allow people access to outside space.

Ensuring that new homes are well lit through natural daylight and sunlight is an important design requirement. The amount of daylight and sunlight received has a significant effect on the general amenity of dwellings, the mental health of occupants, the appearance and enjoyment of private and communal open spaces, and the energy efficiency of all buildings and therefore proposals should therefore seek to maximise the amount of daylight and sunlight entering into a habitable room. Well designed buildings should also allow for internal communal areas to be naturally lit and ventilated. When designing for well lit new homes, careful consideration should be given to adjacent balconies which can significantly reduce light entering windows below them.

The policy requires ninety per cent of new homes to be wheelchair accessible and adaptable, in line with Building Regulation requirement M4(2) whilst the remaining 10 per cent being built to accommodate wheelchair users in accordance with Building Regulation requirement M4(3). This is to ensure that all new housing within North East Cambridge is future proofed as the personal circumstances of residents change over time. This allows for people to stay within their homes for longer and helps create a socially diverse and inclusive community. This also reduces demand on purpose built specialist accommodation.

### **Evidence supporting this policy**

- Housing Topic paper (2020)
- Greater Cambridge Housing Strategy
- Health and Well Being Topic Paper
- Anti-Poverty Topic Paper
- Ministry of Housing, Communities & Local Government (2015). Approved Document M: access to and use of buildings, volume 1: dwellings
- Ministry of Housing, Communities & Local Government (2016). Corrections to Approved Document M 2015 edition with 2016 amendments volume 1: dwellings

### **Monitoring indicators**

- Percentage of homes meeting minimum private amenity standards
- Percentage of homes incorporating dual aspect
- Percentage of wheelchair accessible homes



## **Policy links to the adopted Local Plans**

### **Cambridge Local Plan**

- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings

### **South Cambridgeshire Local Plan**

- H/8: Housing Density
- H/9: Housing Mix
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- SC/4: Meeting Community Needs

## 6. Jobs, homes and services

*Figure 28: Map graphic showing broad locations and quantities of jobs and homes envisaged for North East Cambridge*

North East Cambridge is a strategically important economic driver for Greater Cambridge and further afield and there is a huge demand for more business space and homes as a result. The Councils want to ensure that new growth is good growth – bringing genuinely affordable homes and workspace; space for a range of businesses and industries that create jobs for local people; and the public spaces, community services and cultural facilities that are needed.

This section sets out the amount and types of development that we propose, and how this will be distributed across the area. Mixed use development is at the core of this, and we have developed the Area Action Plan so that business, industry, homes and other uses can successfully exist alongside, above and below each other to make best use of land.

This section includes the following policies:

### Jobs

- Policy 12a: Business
- Policy 12b: Industry, storage and distribution

### Homes

- Policy 13a: Housing
- Policy 13b: Affordable housing
- Policy 13c: Housing for local workers

- Due to the significant affordability challenges for many local workers, it is expected that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need.

Development proposals for purpose built Private Rented Sector homes such as Build to Rent, which are offered to employers within and adjacent to NEC on a block-lease basis will be supported. This can include whole developments or parts of developments. These schemes still need to meet the 40% affordable housing target. (see also Policy 8d: Build to Rent).

- Policy 13d: Build to Rent
- Policy 13e: Custom
- Policy 13f: Short term/corporate lets and visitor accommodation



## 6.1 Jobs

*Figure 29: Map graphic showing broad locations and quantum of employment space envisaged for North East Cambridge*

North East Cambridge already plays a significant economic role locally and nationally. With its easy access to a skilled workforce and its transport links via walking, cycling, public transport, road and air, the area is an attractive business location locally, nationally and internationally, and we want this to continue. Industry is a key component of Greater Cambridge's economy and North East Cambridge is also a strategic site in this regard given its proximity to the city centre as well as strategic highway and railway network.

Our aim is to create a range of spaces supporting jobs across all forms of business and industry, and our studies show that this could create up to 20,000 new jobs in the area. We believe there is space to intensify existing business parks, which are low-density and car-dominated, as well as creating new workspace on the east side of the Area Action Plan area. We also want the current amount of industrial floorspace to be consolidated within Cowley Road Industrial Estate, through using land more efficiently, reducing vehicle movements and provide better quality, more flexible buildings.

### What you told us previously

#### **Location of business uses**

- We asked whether offices and R&D premises should be located across North East Cambridge in order to intensify the existing employment sites and create a mixed-use city district across the wider Area Action Plan area. Generally, there was support for this approach in order to enable people to live close to jobs.

#### **How your comments have been taken into account**

- Reflecting your comments, the draft Area Action Plan distributes employment uses across the area. This will enable the delivery of a mixed-use city district where homes, jobs and facilities are easily accessible and motorised transport is minimised. In terms of an economic model, it also maximises opportunity for collaboration which is an important ingredient for innovation.
- The proposed policy provides clarity in respect of existing employment sites that wish to intensify. The adopted Local Plans promote good economic growth and this policy enables opportunities to increase the number of jobs in a plan led approach.

#### **Types of business we should be planning for**

- We also asked you about the specific types of employment in this area and whether we should be planning for a particular business type. Whilst there was some support for solely focussing on science and technology, you mainly supported the need to ensure that there are opportunities within North East Cambridge for start up companies and Small and Medium Sized Enterprises (SMEs) to establish themselves and then grow within the area through the provision of 'move on spaces'.
- There was also broad support for the Area Action Plan to be flexible in its approach to new development, so that development is able to respond to future economic conditions and changing business needs.

### **How your comments and options have been taken into account**

- Reflecting your comments, the proposed policy does not seek to promote or restrict a particular type of employment space but does set out a broad level of support where these types of spaces contribute towards delivering the overarching vision and objectives for North East Cambridge.

### **Amount of new businesses we should be planning for**

- Some comments felt that there is an imbalance in North East Cambridge between the number of jobs and homes. In order to rebalance the existing situation, some comments stated that there should be no further employment growth in this area and the Area Action Plan should solely focus on the delivery of new homes.

### **How your comments have been taken into account**

- Whilst one alternative option was to cap employment at existing levels, this could undermine the potential for good economic growth which could have significant implications locally and across Greater Cambridge as well as lead to fewer possibilities for new employment development where a need is demonstrated. Enabling a range of new business development to take place at North East Cambridge creates the opportunity for a diverse range of employment types to come forward which has the potential to improve social mobility and serve the needs of not only Greater Cambridge and beyond but importantly new residents to this area.

### **Industrial uses**

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and Greater Cambridge economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that

proximity to Cambridge city centre would be key for any industrial uses re-located off-site.

- There was a general view that all relocations of existing industrial land would need to ensure that environmental health concerns including contaminated land, odour, noise, and air pollution need to be clearly identified and mitigated.
- Many comments agreed low density industrial uses could be re-provided in more efficient and denser sites. Several comments indicated that re-provision would need to ensure a variety of different opportunities for Small and Medium Sized Enterprises (SMEs) and creative industrial uses.
- One comment mentioned that the diversity of units would provide long-term flexibility for the future. Some comments caveated that any intensification of industrial uses would have to ensure there is no negative impact on the local townscape.
- There were several comments relating to the impact of industrial uses on vehicle trip generation. Some of these mentioned how consolidation of industrial uses would provide an opportunity to reduce overall trips. Others mentioned how consolidation away from Nuffield Road could provide an opportunity to reroute HGV trips away from adjacent residential areas and improve the pedestrian environment along the southern part of Nuffield Road.
- There was an objection to the redevelopment of Trinity Hall Industrial Estate as a residential led mixed-use scheme.

### **How your comments and options have been taken into account**

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing land inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.
- The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth objectives. This is set out in Policy 21: Street hierarchy , which outlines a road hierarchy for North East Cambridge, and Area Action Plan

- Policy 20: Last mile deliveries which outlines how delivery vehicles should be managed to consolidate deliveries.
- The impacts of industrial development on adjacent sensitive uses has been addressed within Policy 25: Environmental Protection.

### Policy 12a: Business

Applications which create new employment floorspace and promote increased jobs and job densities in the Area Action Plan area will be supported where they are consistent with the other policies of the Area Action Plan and adopted Local Development Plan.

Development proposals will be required to demonstrate how they will support:

- Intensification of business (B1a office, B1b research and development, B1c light industrial) floorspace (gross internal area) on site and the introduction of higher density development that increases employment opportunities;
- Opportunities for start-up and small and medium enterprises;
- A mix of new high quality and flexible workspace to facilitate new business formation and growth of existing businesses seeking 'move on' space;
- Flexible and adaptable buildings that can respond to future business needs;
- Innovation and collaboration through the provision of co-working spaces;
- Affordable rental space where feasible;
- Quality public realm and physical environment;
- The increased use of sustainable modes of travel and reduction in private car use in accordance with the Trip Budget (see Policy 16: Sustainable Connectivity and Policy 22: Managing motorised vehicles ); and

The Area Action Plan vision to create a mixed-use city district where employees have good accessibility on foot and cycle to local services, facilities, public transport and homes. Increases in business floorspace should seek to provide for a mix of uses including housing, retail and/or community and cultural uses, unless such a mix would demonstrably conflict with the other policies of this plan (including Policy 25: Environmental Protection).

Specifically, by land parcel:

- a. Anglian Water/Cambridge City Council site: This area will be transformed into a residential led mixed-use area which will include an element of new

business floorspace primarily located within and in close proximity to the District Centre and Cowley Road Neighbourhood Centre.

- b. Cambridge Business Park: This area will undergo significant change through the introduction of new land uses. An employment led mixed-use development will be achieved through the intensification of business floorspace brought forward alongside retail and community uses and new homes.
- c. Cambridge Science Park: The principle source of business space development in North East Cambridge will be the intensification of employment floorspace within this area. This will include the redevelopment of existing under-utilised premises including associated car parks and the introduction of other supporting uses.
- d. Chesterton Sidings: New business space will be created in this area alongside homes and other employment, retail and community floorspace to create a mixed-use area, based around Cambridge North Station and the Station Approach Local Centre. This area will be a key gateway to both the site and wider area.
- e. Cowley Road Industrial Estate: There is the opportunity to introduce additional business floorspace in this area to compliment the adjacent residential and light industrial uses. Business space in this location should also form part of the long-term relocation of employment floorspace from Nuffield Road Industrial Estate. Redevelopment in this area should not result in the net loss of B1 floorspace.
- f. Nuffield Road Industrial Estate: In order to minimise the number of commuter and commercial delivery trips along Nuffield Road, this area is identified for residential uses only (see Policy 13a). Therefore, proposals for new business floorspace within this area will not be supported. Proposals for the loss of employment accommodation in this area will need to firstly demonstrate that it will be re-provided within Cowley Road Industrial Estate in the first instance or secondly within the wider Area Action Plan area if this is not feasible.
- g. St Johns Innovation Park: This area will be redeveloped to support existing and future business needs. This will include the redevelopment of existing under-utilised premises including associated car parks and the introduction of other supporting uses.
- h. Trinity Hall Farm Industrial Estate: There are opportunities in this area for a small uplift in business floorspace through the comprehensive redevelopment of the site. This will need to consider how the site sites in relation to the Area Action Plan Spatial Framework as well as existing and future adjacent land uses.



- i. All other areas: Additional business floorspace in all other areas will generally not be supported unless the site can be brought forward as part of a mixed-use residential led scheme and will not have an adverse impact on the trip budget (see Policy 16: Sustainable Connectivity and Policy 22: Managing motorised vehicles ).

The Area Action Plan makes provision for up to 234,500m<sup>2</sup> net additional B1 floorspace in accordance with the distribution set out in the table below. The additional floorspace figures below will need to be considered alongside the other policies of the Area Action Plan and adopted local development plan. Particular reference is drawn to Policy 22: Managing motorised vehicles , to ensure that future B1 development does not compromise the trip budget for the area and Policy 25: Environmental Protection.

<b>Development parcel</b>	<b>Additional B1 floorspace</b>
Anglian Water / Cambridge City Council site	Up to 23,500m <sup>2</sup>
Cambridge Business Park	Up to 68,000m <sup>2</sup>
Cambridge Science Park	Up to 70,000m <sup>2</sup>
Chesterton Sidings	Up to 36,500m <sup>2</sup>
Cowley Road Industrial Estate	No let loss of existing plus the re-provision of floorspace from Nuffield Road Industrial Estate
Nuffield Road Industrial Estate	No net loss through the re-provision of existing floorspace to (i) Cowley Road Industrial Estate, or (ii) the wider Area Action Plan area
St Johns Innovation Park	Up to 35,000m <sup>2</sup>
Trinity Hall Farm Industrial Estate	Up to 1,500m <sup>2</sup>
<b>Total</b>	<b>Up to 234,500m<sup>2</sup></b>

Proposals which exceed these figures will need to be justified in terms of the impact on the trip budget and Area Action Plan wide infrastructure and where the character, role and function of an area will not be compromised.

## Policy 12b: Industry, storage and distribution

Development should ensure there is no net loss of B2 (general industry) and B8 (storage or distribution) floorspace in North East Cambridge. The redevelopment of existing premises and the provision of new industrial floorspace should seek to consolidate current activities and promote a mix of uses that includes light industrial, offices, storage and distribution. Residential uses should also be considered where a suitable solution can be achieved to protect residential amenity and the operational requirements of the industrial uses.

Development proposals should:

- a) As a minimum, retain the existing amount of industrial (B2 and B8) floorspace within Cowley Road Industrial Estate;
- b) Re-provide the existing industrial (B2 and B8) floorspace from Nuffield Road Industrial Estate (Gross floor area) to Cowley Road Industrial Estate or through the redevelopment of existing plots and / or through new development at land at the northern end of Chesterton Sidings adjacent to the Cambridge North East Aggregates Railheads;
- c) Seek to accommodate existing Nuffield Road and Cowley Road businesses in newly consolidated industrial sites;
- d) Ensure that industrial floorspace is flexible and adaptable to meet current and future business needs;
- e) All mixed-use or industrial development proposals will also be required design out Environmental Health concerns in line with Cambridge Local Plan Policy 33, Policy 34, Policy 35 and Policy 36;
- f) Where over 1,000 m<sup>2</sup>, 10% of the new floorspace to be affordable industrial workspace, subject to scheme viability likely cross-subsided by residential development. Deliver provision of affordable industrial workspace in North East Cambridge. This should be secured for a minimum of 30 years at rents that are appropriate to the viability of the business.

### **Industrial Development Areas**

The following development areas identified on the Area Action Plan Spatial Framework as acceptable for industrial uses are:

B2 – Light Industrial (minimum floorspace)

- Cowley Road Industrial Estate (4,500 m<sup>2</sup>)
- Chesterton Sidings (4,800 m<sup>2</sup>)

B8 – Storage and distribution (minimum floorspace)

- Cowley Road Industrial Estate (13,000 m<sup>2</sup>)

- Chesterton Sidings (4,000 m<sup>2</sup>)
- Cambridge Science Park (1,150 m<sup>2</sup>)

Small logistics and last mile delivery hubs that are under 1000 m<sup>2</sup>, would be supported outside of the identified industrial areas provided they are in accordance with the

Policy 20: Last mile deliveries and Policy 25: Environmental Protection.

### **Consolidation**

Developments should proactively intensify B2 and B8 uses through more efficient use of land that can achieve higher plot ratios than the existing industrial premises within North East Cambridge. This should be delivered by:

- increasing land efficiency by achieving higher plot ratios compared to existing;
- vertical stacking;
- development of mezzanines;
- introduction of small units;
- multi-storey proposals for mixed-use development schemes that include other uses including employment and residential uses.

### **Mixed use**

The development of new mixed-use developments that can intensify industrial floorspace is encouraged, particularly where it can deliver residential apartments. These developments should be of high-quality design, ensuring that a suitable design solution can be found to protect both industrial business operations and residential amenity (see Policy 25: Environmental Protection).

## **Why we are doing this**

Relevant objectives: 3, 5

North East Cambridge already plays a significant economic role locally and nationally. The city's future economic prosperity, and its contribution to the economic growth of Greater Cambridge, will be dependent on how successfully it can take advantage of its international reputation as a high technology and innovation cluster. Nevertheless, it is crucial that this is done in a careful and sensitive way, so that

short term economic growth does not undermine the quality of the city and the wider area, and the quality of life for its citizens.

The amount of employment floorspace identified for North East Cambridge has the potential to provide a significant increase in the quantity of B1 accommodation in the area, enough to meet the highest future requirement for employment land and floorspace in this area. The adopted Local Plans support economic development in this location. This approach will be continued in the North East Cambridge Area Action Plan, supported by the necessary district wide social, cultural and physical infrastructure including high quality communications via the latest generation of high-speed broadband.

Whilst it is important to bring forward large amounts of employment space across the North East Cambridge site, evidence demonstrates that office development currently draws more traffic into the North East Cambridge area than any other form of development. Therefore the amount of employment space and its distribution across the site, set out in this policy, has been carefully balanced against the need to create a more balanced mix of uses and wider community at North East Cambridge as well as the requirements set out in Policy 22: Managing motorised vehicles .

### **Business space (B1 use class)**

The area currently contains several employment parks, including Cambridge Science Park, St Johns Innovation Park and Cambridge Business Park. These sites contain high quality office (B1a) and Research and Development (R&D) (B1b) premises which include a combination of successful businesses and start up companies. There is a number of smaller business premises located within Trinity Hall Farm, Cowley Road and Nuffield Road Industrial Estates. Planning permission has also been granted for a new business development adjacent to Cambridge North Station.

Cambridge Science Park and St Johns Innovation Park benefit from an excellent location adjacent to strategic transport infrastructure and close links to the University of Cambridge and associated Colleges. However, there are opportunities to maximise their potential, including increasing the scale and range of activities within them. In particular, the area has further potential to support business start-ups and small and medium-sized enterprises (SMEs) looking to capitalise on the high-quality research undertaken by the university and colleges as well as the established businesses already in this area. There is also a disconnect between these sites and neighbouring Cambridge Regional college. As such Cambridge Science Park and St Johns Innovation Park could play a key role in developing the links between education and industry that are central to the underlying principles of an Innovation District and the inter-relationship between education, industry and innovation.

Cambridge Business Park is a successful and economically thriving business location. It is positioned at a key position within the Area Action Plan area, and currently forms a barrier between the existing communities in East Chesterton and the proposed District Centre. In order to respond to business needs over the plan

period, there are landowner and council aspirations to redevelop the site as an employment led mixed-use area that will also form part of the District Centre.

Within areas to the north of Cowley Road, new employment floorspace will support the continued growth of North East Cambridge, and strengthen other key sectors such as business, financial and professional services. There is also evidence that SMEs in this area are planning for growth, but most cite space availability and/or affordability as a key constraint in achieving this aspiration. Therefore in these areas, new B1 floorspace should also provide a diverse range of jobs and business opportunities including spaces to support SMEs which are vital to both this new city district and the wider local economy. These include co-working, start-up and grow-on spaces as well as serviced offices located within existing office buildings or new mixed-use developments. The uses will range from B1a to B1c. Due to affordability issues for SMEs within this area and wider Greater Cambridge, an element of affordable rental space may be required to support the incubation of SMEs. New space, including grow on spaces, will also support business growth in this area whilst new jobs created in this area are retained locally.

## **Industry**

Industrial uses are a key component of Greater Cambridge's economy. North East Cambridge is a key strategic site in this regard given its proximity to the city centre as well as strategic highway and railway network. Industrial uses in North East Cambridge are currently clustered at Cowley Road and Nuffield Road Industrial Estates. There is around 16,000m<sup>2</sup> of storage and distribution across these two sites and 5,750m<sup>2</sup> of light industrial uses. The unit sizes are typically smaller compared to more suburban sites in South Cambridgeshire, with 71% of units being smaller than 500m<sup>2</sup>, around 12% being between 500-1,000m<sup>2</sup>, and 17% between 1,000-5,000m<sup>2</sup>. There is a very low industrial vacancy in North East Cambridge, highlighting the demand for industrial use in this area.

The Greater Cambridge Economic Land Review identifies that Cambridge has lost around 35% of its industrial floorspace over the past 20 years. Given the importance of industrial uses to both the needs of the Greater Cambridge's economy and local jobs, the Area Action Plan protects industrial floorspace. Consolidation of industrial uses provides opportunities to increase the number of new homes within North East Cambridge without losing the industrial capacity currently on site.

Of the two industrial estates – Nuffield Road and Cowley Road – Cowley Road was identified as the most appropriate location to consolidate industrial uses. Expanding the current Nuffield Road industrial estate would not complement North East Cambridge's aims for good growth as there is increased potential for conflict between industrial uses and the neighbouring existing residential areas, in particular the mixing of residential and industrial traffic on Nuffield Road. Cowley Road offers more opportunities to introduce a route that minimises the interaction of industrial

traffic with residential areas, while being located near areas of higher density development, and still being relatively close to the neighbouring residential areas.

The Employment Land Review highlights that industrial development at North East Cambridge is both feasible and deliverable using a plot ratio (the ratio of a building's total floor area, as a proportion of the total plot upon which it is built) of up to 65%. In order to accommodate the amount of industrial floorspace identified in the policy, development proposals significantly lower than a 65% plot ratio will need to demonstrate that they will not compromise the delivery of the overall floorspace identified in the policy. Intensification also seeks to increase servicing efficiency to minimise trips and the impact on the transport network. All developments must demonstrate how their operational impacts of industrial network ensure that the proposals comply with the North East Cambridge trip budget (see Policy 21).

Mixed use is intended to maximise the potential for North East Cambridge to deliver housing and industrial floorspace simultaneously. Developers should therefore consider the potential to relocate businesses in creative, space-efficient development forms which could include vertical stacking and include residential dwellings. Some occupiers may be better suited to consolidation depending on their requirements, for example, a group of businesses all operating as trade counters, could be better suited to sharing certain services compared to others. This should include an assessment of affordability size quality and location.

A key consideration for the introduction of mixed-use is that it meets high design quality by contributing to the public realm and minimising impact on residential and public amenity. Developments will also be required to demonstrate that vibration, noise, air quality, odour and emissions do not affect neighbouring uses, as set out in Policy 25: Environmental Protection.

Whilst affordability in Greater Cambridge is most acute for residential uses, it also affects other uses including industrial floorspace. Following the continued decrease of industrial premises within Cambridge over the past 20 years, vacancy levels are very low and there is continued strong demand for industrial sites in close proximity to the city. This has continued to push industrial rents up and is a constraint for companies seeking to establish, grow or remain in this area. The policy requires 10% of new industrial floorspace in schemes over 1,000 m<sup>2</sup> to provide 10% at an affordable rate (subject to on-going viability work). The cost per square foot/meter or per workstation that would be considered affordable will vary according to a range of factors such as location, type, quality etc.

Where workspace has been specified as affordable, the Council's Economic Development Team will work with developers to agree appropriate terms of affordability on a case by case basis. If on-site provision is not possible, financial contributions for equivalent off-site provision will be sought. Affordable industrial workspace and / or a financial contribution will be secured through a legal agreement between the developer and the local planning authority.

*Figure 30: [Insert: Industrial mixed use typologies – Axonometric/isometric diagrams]*

### **Evidence supporting this policy**

- Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)
- Employment Land Review (2019)
- Innovation Districts Paper (2020)
- North East Cambridge Typologies Study (2020)
- Smart Infrastructure Topic Papers (2020)
- Greater Cambridge Partnership Sustainable Design & Construction SPD
- Cambridge Northern Fringe Employment Sector Profile (2014)
- Cambridge Northern Fringe Employment Options Study (2014)
- Cambridge and Peterborough Independent Economic Review (2018)
- Skills, Training and Employment Topic Paper (2020)
- Anti Poverty Topic Paper (2020)

### **Monitoring indicators**

- Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).
- Amount of new employment floorspace permitted and delivered (gross and net)
- Number of new businesses registered

### **Policy links to the adopted Local Plans**

#### **Cambridge City Council Local Plan**

- Policy 2: Spatial strategy for the location of employment development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 41: Protection of business space
- Policy 42: Connecting new developments to digital infrastructure

## **South Cambridgeshire District Council Local Plan**

- Policy E/9: Promotion of Clusters Policy
- Policy E/11: Large Scale Warehousing and Distribution Centres Policy
- Policy E/12: New Employment Development in Villages New Employment Development on the Edges of Villages Policy
- E/14: Loss of Employment Land to Non-Employment Uses Policy
- E/15: Established Employment Areas
- S/5: Provision of New Jobs and Homes
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- E/1: New Employment Provision near Cambridge – Cambridge Science Park
- E/9: Promotion of Cluster
- E/10: Shared Social Spaces in Employment Areas



## 6.2 Homes

*Figure 31: Map graphic showing broad locations and quantities of new homes envisaged in North East Cambridge*

The adopted Local Plans for both Councils identify North East Cambridge as a key location for developing the homes that we need, to support our economy and increase the supply of affordable housing for our communities. We want to see the Area Action Plan area developed with a range of house types, tenures and sizes that meets our forecast needs – enabling people who work in the area to live locally, reducing the need to commute or own a car, and ensuring we create mixed communities.

These policies set out how we will ensure this happens, through the mix of homes we expect to see, a 40% affordable housing quota, and other specific requirements for new housing.

### What you told us previously

#### Housing quantity and mix

- A mix of dwelling sizes, including some family sized units, was generally supported with several respondents commenting there is also demand for smaller, more affordable units on the site. There was strong support for housing for local workers in order to encourage low levels of car ownership and commuting; however, some expressed concern over how this would be delivered, and others felt that policy should be directed by demand, market trend and viability in this regard.
- There was broad agreement that the development of North East Cambridge should seek to provide a proportion of specialist housing, such as purpose built Houses in Multiple Occupation (HMOs), housing for disabled people and older age groups, students and Travellers; however, it was considered that a greater understanding of the current situation in terms of demand, need and viability of these various housing sectors would be required in order to inform the Area Action Plan.
- One respondent felt that student accommodation would not be appropriate for the area, and another felt that Traveller accommodation would not be suitable for the density of the site.
- Respondents were of the view that the Area Action Plan should achieve high quality housing. Most said these should be in national, internal and external residential space standards for housing at NEC, including for HMOs, with one representation stressing that for the well-being of future occupiers these should be seen as minimum and not optimum standards to be adhered to.

One respondent said there may be appropriate exceptions and another said there could be no requirements if the delivered in a high quality way.

### **How your comments and options have been taken into account**

- In line with the comments received, the Area Action Plan seeks to ensure that a range of homes will be delivered within North East Cambridge, that provide a range of types, tenures and sizes. The provision of affordable housing is an integral part of the development which has been incorporated into the policy.
- Internal and external space standards are prescribed in Policy 11: Housing design standards
- No extra provision of Housing in Multiple Occupation has been included within the policy as it is forecast that some market homes are will become Housing in Multiple Occupation over time. The on-site provision of Lower density housing would not optimise the best use of this edge of city site and would not support the vision and strategic objectives of the Area Action Plan.

### **Affordable housing**

- The majority of respondents agreed that the plan should require a minimum 40% of housing to be affordable and include a mix of affordable tenures and size of units. This was considered key to the socio-economically inclusive vision for North East Cambridge.
- Whilst there was support for the affordable housing to be spread evenly across the whole site, others considered a different approach may be required for some developments, such as off-site contributions toward affordable housing.
- Several respondents felt that the agreed proportion of affordable units should be strictly adhered to and enforced with no reduction allowed for viability issues.
- There was general support for an element of the affordable housing provision at North East Cambridge to be aimed specifically at essential local workers and for a proportion of the overall development to provide some custom build opportunities; however, one respondent considered North East Cambridge not to lend itself to this type of development stating such provision would result in a lack of design cohesion for the area.
- Most respondents felt that provision of affordable housing was important. Some emphasized the need for this to be subject to viability; others were concerned about developers using the viability argument to avoid provision, and the need for the council to enforce the affordable housing requirement.

The private rented sector was mentioned as an area where a different approach might be needed other than providing traditional on-site affordable.

- Other responses included: social/affordable rent should be provided elsewhere; 40% affordable housing should be applied to site as a whole, subject to viability; the need for social/affordable rent for local families; the need for affordable housing for science park workers; need for affordable housing to be genuinely affordable; and the need for an overarching long term vision in relation to affordable housing

#### **How your comments and options have been taken into account**

- To be added

#### **Housing for local workers**

- Responses were overall supportive of making provision for local workers in the Area Action Plan area. There was a consensus that a need for decisions on whether housing should be tethered to employment should be based on evidence; need for people to be able to live and work locally; and housing should be genuinely affordable and available to lower paid and local workers, including those on the housing register.

#### **How your comments and options have been taken into account**

- Any opportunities for block-lease would need to be explored further as part of the master-planning of the scheme. Any consideration of such offers to employers should be based on robust evidence of need. It is recommended that a Local Lettings Plan be introduced for first lets to the social/affordable rent on each phase of the development, so that applicants may be given some priority if they work in the area. This would also help in developing a mixed and balanced community.

#### **Build to Rent**

- Whilst there was some support for including Build to Rent as part of the wider housing mix across North East Cambridge, others urged caution considering this sector should be discouraged as it could drive up house prices in the area, serving only to benefit developer profits rather than the local community.
- Several comments suggested involving a local housing association and/or Local Councils to manage Build to Rent provision, including any associated facilities, services and amenities. This approach would ensure any Build to Rent schemes contribute towards creating a mixed and sustainable community.

- One respondent felt that more information was needed about the current demand and need for Build to Rent housing in the locality.

### **How your comments and options have been taken into account**

- The Councils have commissioned research to understand the Built to Rent market and demand across Greater Cambridge and the wider housing market area. Whilst this evidence has suggested a strong demand for Build to Rent properties at North East Cambridge and the wider Greater Cambridge area, the preferred approach is to ensure that no placemaking or good growth objectives are compromised by bringing forward a significant number of Build to Rent schemes at North East Cambridge. This will be achieved by managing the overall number of Build to Rent units within the Area Action Plan area and careful consideration of their distribution across the area.
- The policy makes provision for longer term tenancies offering housing security and reassurance for occupiers as well as a longer-term stake in North East Cambridge for new residents. Maintaining high management standards and ensuring all Build to Rent schemes include affordable provision is key to achieving the mixed, inclusive neighbourhood vision for North East Cambridge.

### **Custom Finish**

- Responses on custom build were generally supportive. Respondents stated the need for better evidence to understand need, demand and viability. They also suggested that this might provide an opportunity to maximise variety and interest, but stated that these would need to adhere to the standards of being low or zero carbon homes that contribute to sustainable travel ambitions, while being upheld to high design standards.

### **How your comments have been taken into account**

- A level of custom build is being included to enable North East Cambridge to respond to custom build need. This housing provision will be not be exempt from sustainability objectives, and will need to contribute to the good growth ambitions of the Area Action Plan.

### **Short term/corporate lets and visitor accommodation**

- You commented that should the development provide high numbers of short-term lets the area may lack a sense of place.

### **How your comments and options have been taken into account**

- The proposed policy restricts rental uses such as Airbnb that involve the loss of residential units and will allow purpose-built serviced apartments to provide for corporate lettings that might otherwise occupy a residential unit.

## Policy 13a: Housing

All new homes are required to respond to the housing needs for Greater Cambridge, as defined by the councils' latest evidence. This should include a range of dwelling types, sizes and tenures to provide the choice and variety of housing needed to help deliver a mixed and sustainable new community. All proposals for residential development should therefore support social inclusion, wellbeing and sustainability.

Residential development including within mixed use schemes should:

- a) Deliver high quality homes (see Policy 11: Housing design standards) that contain a balanced mix of type, size, tenure and affordability, including family sized accommodation;
- b) Ensure homes of different tenures are both integrated and visually indistinguishable from one another;
- c) Deliver 40% of all net additional units to be affordable housing through a combination of public funding, investment by institutional investors, registered providers and developer contributions (see Policy 13b: Affordable housing and Policy 27: Planning Contributions );
- d) Ensure that appropriate provision is made in suitable locations for specialist housing needs such as accommodation for older people, and people with disabilities or others needing specialist housing.

The Area Action Plan makes provision for at least 8,000 net dwellings in accordance with the distribution set out in the table below and the Area Action Plan Spatial Framework. Residential units in addition to the table below will need to be considered alongside the other policies of the Area Action Plan and adopted local development plan. Particular reference is drawn to Policy 22: Managing motorised vehicles , to ensure that future development does not compromise the trip budget for the area.

<b>Development Parcel</b>	<b>Minimum net additional dwellings</b>
Anglian Water / Cambridge City Council site	5,500
Cambridge Business Park	500
Cambridge Science Park	0

Chesterton Sidings	730
Cowley Road Industrial Estate	500
Merlin Place	120
Milton Road Garage Site	100
Nuffield Road Industrial Estate	550
St Johns Innovation Park	0
Trinity Hall Farm Industrial Estate	0
<b>Total</b>	<b>8,000</b>

While the majority of new homes will be provided in higher density apartment blocks, there is scope for an element of family sized houses to be delivered and for institutional housing to cater for specialist needs.

### Policy 13b: Affordable housing

The Area Action Plan requires 40% of new homes to be delivered as affordable housing, 3,200 across North East Cambridge. To achieve this, all housing that provides 10 or more net additional dwellings should incorporate affordable housing in line with Policy 27: Planning Contributions, in accordance with the proportions and tenures set out in the latest local affordable housing guidance, and must consider as a minimum:

- An assessment of unmet housing need based on the latest evidence;
- The existing supply of affordable housing in the local area, including the size and type of affordable tenure;
- Affordability of the homes in the context of local rent levels, house prices and local incomes;
- The financial viability of the proposed scheme.

It is expected that a minimum of 60% of the affordable homes will be social/affordable rent (i.e. housing currently set at Social and/or Affordable Rents) to provide a balanced mix appropriate to the development but still prioritising this tenure.

Early involvement of the Greater Cambridge Shared Planning Service, Housing Services and registered providers in site discussions and design is strongly encouraged at the pre-application stage, in order to ensure that the affordable

housing will meet relevant standards, respond to the latest evidence of need, and achieve planning and site management requirements.

Given the aim to create a mixed community, the expectation is that on-site provision is the most appropriate to achieve this aim. Affordable housing design should:

- follow the agreed standards set out in Policy 9: Density, heights, scale and massing;
- not be visually distinguishable from market housing by its external appearance or the space standards adopted;
- be well integrated and not confined to less prominent parts of the site as a whole or any individual land, explore the pepper potting of affordable dwellings in mixed schemes where possible.

This policy recognises that tenure and rent levels alone do not achieve affordability, and as such this policy is intended to be considered alongside those that contribute to the living costs associated with the location and design of someone's home. These policies include:

- Policy 3: Energy and associated infrastructure, as homes that are highly energy efficient can lead to reduced utility costs, making homes more affordable to live in; and
- Policy 16: Sustainable Connectivity as homes located near employment centres, active travel facilities and public transport links also reduce the cost of living for households, particularly benefiting those on lower to middle incomes.

It is also recognised that Build to Rent Schemes deliver fewer than 40% affordable homes, and that this shortfall needs to be made up for by other schemes coming forward in North East Cambridge.

### **Policy 13c: Housing for local workers**

Due to the significant affordability challenges for many local workers, it is expected that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need.

Development proposals for purpose built Private Rented Sector homes such as Build to Rent, which are offered to employers within and adjacent to NEC on a block-lease basis will be supported. This can include whole developments or parts of developments. These schemes still need to meet the 40% affordable housing target. (see also Policy 8d: Build to Rent).

## Policy 13d: Build to Rent

Build to Rent should be provided in a balanced way across North East Cambridge without being the dominant typology of homes in any location to ensure that specific areas contain mixed housing types and tenures, in line with Policy 1: A comprehensive approach at North East Cambridge and Policy 13a: Housing. To achieve this schemes that prioritise pepper potting Build to Rent across developments will be preferred. No more than 10% of the total housing across the Area Action Plan should be Build to Rent, i.e. a maximum of 800 homes across North East Cambridge.

Any Build to Rent scheme must comply with the following:

- a) individual schemes to be under common ownership and management control for the long term;
- b) dwellings to be retained as Build to Rent under a covenant for at least 15 years with a clawback mechanism and compensation mechanism if the covenant is broken;
- c) include a minimum of 20% private affordable private rent units, which will be counted towards overall 40% figure;
- d) ensure all units are self-contained Houses in Multiple Occupation;
- e) offer rent certainty for the period of the tenancy;
- f) offer longer tenancies (three years or more) to all tenants and break clauses for tenants, which would allow a tenant to end the tenancy with a month's notice any time after the first six months;
- g) have on-site management, this does not necessarily mean full-time dedicated on-site staff, but all schemes need to have systems for prompt resolution of issues and some daily on-site presence;
- h) ensure providers have a complaints procedure in place.

### **Affordable private rent**

At least 20% of units developed as part of Build to Rent schemes in North East Cambridge will be affordable private rent delivered on site. This will contribute to the 40% affordable homes target of Policy 13a: Housing and Policy 13b: Affordable housing. These should be targeted to local workers where possible to comply with Policy 13c.

Affordable private rent is considered to be:



- a minimum rent discount of 20% for equivalent local private rent homes, inclusive of service charges, taking into account up to date evidence on local rent levels and incomes;
- held under common management control together with the market homes;
- evenly distributed throughout the development physically; indistinguishable from market rent units in terms of quality and size; and
- maintained as affordable in perpetuity.

### **Policy 13e: Custom Build**

On major developments, 2% of net additional homes should be brought forward as custom finish units. Given the high-density nature of North East Cambridge, it is expected that these would be apartments built to a shell finish where occupiers determine the final layout and internal finish. This could include the location of internal walls and fittings, and doors or windows where appropriate. Developers should clearly set out how the need for custom finish has been considered and addressed within development proposals.

All custom finish units need to meet the accessibility and space standards set out in Policy 11: Housing design standards.

### **Policy 13f: Short term/corporate lets and visitor accommodation**

#### **New visitor accommodation**

Proposals for new purpose-built visitor accommodation will be permitted if they meet identified needs of the Area Action Plan area within the North East Cambridge Area Action Plan boundary. Applications will be permitted subject to:

- a) there being a proven need for visitor accommodation to serve the area;
- b) the development will not result in the loss of existing housing;
- c) it being located in a district or local centre or within an employment park;
- d) the accommodation provided should be of high-quality with adaptable and accessible spaces;
- e) Proposals should minimise need to travel by private vehicle and should promote sustainable modes of transport.

Serviced apartments, if approved, will be conditioned so that they cannot be used for permanent residential use.

### **Conversion of existing visitor accommodation to residential use**

Proposals to change purpose-built serviced apartment units (excluding apart-hotels) to residential use will only be supported in circumstances where the whole block of units are converted and not sub-divided, prior to the application of the relevant housing policies, including affordable housing provision.

### **Conversion of existing residential uses to visitor accommodation**

Proposals to change residential units or land in residential use to visitor accommodation will only be supported in exceptional circumstances where it can be proven that the conversion will:

- a) not adversely affect the supply or affordability of local housing including rental values;
- b) not adversely affect resident's amenity and sense of security;
- c) not adversely affect the local area's character or community cohesion;
- d) include a service management plan, agreed by the planning authority and conditioned as appropriate which will cover all planning relating aspects of the use of the site that will facilitate and minimise planning enforcement of the site.

## **Why we are doing this**

Relevant Objective: 1, 2, 3, 4, 5

The adopted Local Plans for Cambridge City and South Cambridgeshire District Councils identify the need for 33,500 new homes across Greater Cambridge to cover the period until 2031. Both plans identify North East Cambridge as a key location for the delivery of new homes and jobs, the total amount to be determined through the preparation of this Area Action Plan and are not part of the adopted Local Plans numbers. It is anticipated that North East Cambridge therefore make a significant contribution to meeting the overall housing requirement for the emerging Greater Cambridge Joint Local Plan<sup>4</sup>.

To achieve the proposed number of new dwellings in line with the objectives set out in Policy 1: A comprehensive approach at North East Cambridge, homes in the Action Area Plan will take advantage of the availability of good public transport links to deliver higher density residential development whilst ensuring that the housing needs of the whole community are met. Development at North East Cambridge will

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need to provide a range of homes for potential residents including for those within single person households, families, older people, people who require specialist accommodation and for people wishing to customise their own homes at the construction stage. Such provision will help support housing diversity and sustainable good growth across Greater Cambridge.

The housing topic paper currently identifies that development at North East Cambridge should provide the range of housing sizes set out in the policy. Nevertheless, it is recognised that this identified need is subject to change based on a range of factors and should respond to the latest housing evidence. It is therefore important that applicants engage with Greater Cambridge Shared Planning Service through the pre-application process to confirm the latest evidenced need.

Low density housing, such as Travellers accommodation, is not currently seen as appropriate for achieving the housing targets set out in the local plans in this city location, although this is subject to change based on emerging evidence.

No extra provision of Houses in Multiple Occupation is recommended, as some market homes are likely to become Houses in Multiple Occupation over time anyway. But a proportion of Affordable Private Rent units could be provided as studio apartments for local workers at price points comparable to the wider Cambridge City Housing in Multiple Occupation market.

### **Housing quality**

As housing development comes forward, it will be required to contribute positively to placemaking. Housing should be provided in the appropriate locations identified in the spatial framework. It should be developed in a coherent manner according to the spatial framework's phasing to avoid being disconnected from other developments at North East Cambridge and the wider area. All housing should contribute to holistically designing out constraints such as air pollution, land contamination, proximity to A14, and noise quality concerns identified in Policy 25: Environmental Protection.

North East Cambridge should accommodate high quality homes that are of the highest design standards to meet the housing targets set out in in the adopted local plans in line with the objectives of this Area Action Plan. The limited potential to significantly alter an apartment once developed reinforces the need for developments to offer a range of sizes that are flexible enough to adapt to different occupier needs over time. The provision of both wheelchair accessible and adaptable and wheelchair user homes enables people to alter their existing homes based on need, enabling people to live in their homes for longer regardless of physical ability. Housing design standards are stated in Policy 11: Housing design standards.

## **Affordable housing**

Greater Cambridge is an expensive place to live. High demand and limited supply combined with the in-migration of highly skilled workers contribute to the high cost of renting or owning a home in the city. Housing options for households on low and medium incomes are limited and reliant on social/affordable rent for rent. As identified in the Greater Cambridge Housing Strategy, 'affordable rent' (up 80% of market rents) is unaffordable to many, which has created a growing 'affordability gap' where middle income households are being squeezed out of the market; with limited housing options for low cost home ownership or the private rented sector. The demand for housing for these groups far outstrips the current supply.

The provision of truly affordable housing in close proximity to employment opportunities and transport links at North East Cambridge is a priority for both Councils. All residents in Greater Cambridge should be able to access affordable accommodation that meets their needs to ensure that the city can deliver good growth. In order to support this objective 40% of net additional dwellings delivered at North East Cambridge is required to be affordable to enable the Councils to work towards meeting their wider housing needs and tackling poverty. Given that proximity to good transport links with the guided busway and North Cambridge rail station has the potential to increase demand and push prices up further, not to mention service charges on new homes that comply with sustainability standards, the policy prioritises social/affordable rent and some intermediate tenure accommodation to fully contribute to the delivery of a mixed and inclusive community that enables local people to access homes on site.

The affordable housing requirements will be subject to whole plan viability testing.

The social/affordable rent on site should be set at Social and/or Affordable Rents, in line with government rent policy at the time and considering robust and up to date evidence around local incomes and affordability. Affordable Rent homes should be capped at or below Local Housing Allowance rates, or in line with any alternative affordability requirements set by the councils and in place at the time.

Providing truly affordable homes at North East Cambridge means ensuring that alongside the provision of social/affordable rent a range of intermediate products is delivered on the site to meet the widest range of needs including local households on middle incomes. Intermediate housing is housing other than social/affordable rent that meets the definition of affordable housing, including affordable routes to home ownership such as: Rent to Buy, which supports households on average incomes who aspire to own their home in the future; Affordable Private Rent as part of a Build to Rent Scheme; and Shared Ownership, which provides opportunities for households who would struggle to buy on the open market to purchase a share in a new home and pay a rent on the remaining unsold share.

To respond to variable national and local economic conditions and policy recommendations, the balance between different affordable tenure types needs to

be informed by the latest evidence. The ambition is to provide a minimum of 60% social and affordable rent homes that ensure North East Cambridge is accessible for the widest range of people. This tenure makes up of this 60% needs to be agreed in line with the latest evidence and therefore the policy recommends that developers engage in pre-application discussions with the shared planning service to define this.

### **Housing for local workers**

North East Cambridge has the potential to be transformed from an edge of city employment centre into a truly mixed used neighbourhood where the majority of journeys are made via active travel. An ambition for North East Cambridge is that it designates some housing for local workers, including some which could potentially be tethered to specific employers in the Area Action Plan area. This could help ensure that housing on the site is suitable and sufficiently affordable for local workers on a range of incomes.

Both councils signalled an ambition in the Greater Cambridge Housing Strategy to work with local employers to provide accommodation that can support local workers. South Cambridgeshire prioritises exploring helping businesses to provide homes for their workers; and considering whether there are specific requirements to provide essential local worker accommodation as part of the overall mix of housing. Cambridge City Council has prioritised other mechanisms, including providing some priority to those in employment in the allocation of social/affordable rent where appropriate.

To meet the Area Action Plan's ambitions of low car ownership and creating a cohesive community, homes should be prioritised for local employment sites to support the local economy. In establishing the link between employment and residential uses, by integrating homes and workplaces not only are trips taken off the road, but the operational cost of living is reduced, thereby contributing to the commitment of truly affordable homes outlined in Policy 13a: Housing and Policy 13b: Affordable housing.

### **Build to Rent**

As part of the plan making process, the National Planning Policy Framework requires local planning authorities to take into account the need for a range of housing types and tenures in their area including provisions for those who wish to rent. In Greater Cambridge, there is significant rental demand both from young professionals to live in the city centre. Build to Rent schemes are subject to national guidance and can make a contribution to increasing housing supply and accelerate delivery on individual sites.

There are some fears that large concentrations of Build to Rent would undermine placemaking as it could lead to more short-term tenants and transient communities. To help mitigate this, under the National Planning Policy Framework, Build to Rent is

normally expected to offer longer-term tenancies than normally available in the private rented sector. Build to Rent schemes are also normally expected to be under single ownership, which can provide a greater commitment to, and investment in, placemaking as they are subject to single management standards.

The Councils accept that there is a demand for Built to Rent homes within Greater Cambridge and specifically at North East Cambridge and that Build to Rent schemes can deliver homes at a faster rate than conventional market housing. Nevertheless, it is critical that North East Cambridge provides a range of new homes of different types and tenures. The over proliferation of Build to Rent homes within North East Cambridge has the significant potential to undermine good placemaking principles of creating balanced and mixed communities. To ensure that Build to Rent can make a strong contribution to good growth without undermining placemaking or impacting affordable housing targets, the policy therefore seeks to manage the number and clustering of Build to Rent schemes across the Area Action Plan area to achieve a balanced community in line with Policy 1: A comprehensive approach at North East Cambridge.

To achieve the Area Action Plan's objectives, it is encouraged that developers wishing to include Build to Rent within their schemes engage pre-application discussions with the shared planning service to ensure that the proposal is responsive to the latest housing evidence on unit sizes and the tenure types in local area.

Build to Rent proposals need to satisfy the eligibility criteria set out within this policy, and any subsequent BTR Policy adopted by the Councils, to ensure schemes are well managed and tenants have some choice in how long they can remain in their homes. The mechanism for providing affordable housing should be agreed with the Councils but is likely to be secured through a legal agreement. Given the aim to create a mixed community, the expectation is that on-site provision is the most appropriate to achieve this aim.

### **Custom finish housing**

The councils have a duty to identify land or plots which meet the needs of those registered on their Self-Build and Custom Housebuilding Registers. The Self-build and Custom Housebuilding Act 2015, as amended by the Housing and Planning Act 2016, requires each relevant authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area for their own self-build and custom. This builds on the Localism Act 2011's Community Right to Build, which gives communities a new way to deliver the development they want – be it homes, shops, businesses or facilities – where the benefits of the development will be retained by the community for the community.

There are currently at least four groups looking to build their own homes in the Greater Cambridge area through community-led housing models, and just under 400 applicants have registered an interest in self and/or custom build housing across

Cambridge City and South Cambridgeshire. To meet this need North East Cambridge can include some form of custom build.

Due to the high-density nature of North East Cambridge, it is anticipated that the provision of serviceable plots for self-build housing is unlikely to be suitable. Nevertheless, there are opportunities for development to provide self-finish apartments, where future occupiers are able to decide internal layouts and finishes. In order to meet some of the need identified on the council's registers, and to diversity the types of homes within North East Cambridge, schemes of 11 units or more will be required to provide around 2% of new apartments to a self-finish standard.

### **Corporate and short term lets**

In recent years, the use of online platforms such as Airbnb to rent out either whole or parts of a residential unit as temporary accommodation for a variety of occupiers has become quite prevalent in popular tourist locations and areas close to large employment centres. Although these services provide opportunity to support good growth in cities, the widespread and concentrated prevalence of this activity involving the whole (including part use) of the residential unit has many negative effects on surrounding local residents. These include:

- Loss of amenity space, privacy and enjoyment of their home resulting from patterns of behaviour of short-term tenants
- Continual disruption caused by visitors moving in and out of the premises, disruptive occupants and associated servicing of the unit(s).
- Frequent rotation of unknown, neighbouring occupiers undermines residents' sense of security of living in their own homes.

Serviced apartments differentiate themselves from the more informal online rental operations by marketing their residential units to the corporate market for serviced apartment use for longer 'short-term' stays. These are particularly attractive to large businesses who offer to provide accommodation to new recruits for the first few months of employment in residential accommodation to help with their relocation. Cambridge already has experience of this trend with many new residential developments on the southern fringes let to corporate employees on a 1-3 month letting arrangement. Similarly, at the main railway station where significant new office buildings have been built several residential developments are let to corporate employees.

The removal of residential properties from the local housing market, either as informal online rental or serviced apartments, creates imbalance and increases local rental values. It also undermines the character of the local area and community cohesion – both very important aspects of sustainable communities - by increasing the transitory nature of the community. It is recognised that there may be a need for some corporate lettings from businesses operating within North East Cambridge

however these should not be provided at the expense of reducing the number of homes within North East Cambridge due to these negative impacts.

Given the Area Action Plan's objective to deliver a significant amount of new homes and jobs, it is important that residential units are not subsequently lost to informal rental use or used as serviced apartments on a permanent basis. It is recognised that property owners may rent out their properties on short-term assured tenancy agreements (minimum 6 months) or for just certain periods of the year when they are away and retain the property as their main residence. These may involve infrequent occupier rotations however they are not considered to involve the loss of a residential unit to visitor accommodation.

Other than traditional hotels, visitor accommodation such as apart-hotels and serviced apartments can take various forms. Some accommodation offered at apart-hotels and serviced apartments display characteristics associated with permanent, self-contained housing. Some is more akin to hotels, as a result of the type of services they provide, and, as such, may consequently result in different impacts to permanent housing. Apart-hotels and serviced apartments may therefore fall within the C1 Use Class or be a sui generis use, depending on their characteristics, such as (amongst others):

- presence of on-site staff/management
- presence of reception, bar and/or restaurant
- provision of cleaning and administrative services
- ownership or other tenure of units and/or ability to sell or lease on the open market
- minimum/maximum lease lengths.

Developers will be required to provide full details of the nature of the accommodation to be provided and the proposed terms of occupation when submitting a planning application for an Airbnb type use, new apart-hotels and serviced apartments.

Where proposals for apart-hotels or serviced apartments are considered to fall within C3 use class proposals or comprise sui generis uses which have the characteristics of a C3 use, such proposals will be conditioned accordingly, to ensure that these are not used as permanent residential units.

The Councils will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure minimum and maximum lengths of stay (typically 90 days) and a restriction on return visits. Extensions to the 90-day maximum length of stay for serviced apartments, will only be considered on a case-by-case basis for a specific employer operating in the Area Action Plan area. This will ensure the area is able to cater for its own needs and not become a destination location for other hotel users. These will also be secured by condition or



via a Section 106 agreement. If the business were to subsequently move away from the Area Action Plan area, the extension would be terminated. Extended stays beyond 90 days are proposed to avoid putting additional pressure on the local housing market by discouraging the occupation of residential units by corporate lettings, for businesses operating within the Area Action Plan area.

All visitor accommodation buildings should achieve and maintain high-quality standards in terms of their environmental building standard/rating (see Policies 3 to 5) as well as the facilities and services they offer their occupiers.

### **Evidence supporting this policy**

- Housing Topic paper (2020)
- Greater Cambridge Housing Strategy
- Health and Well Being Topic Paper
- Anti-Poverty Topic Paper
- Greater Cambridge Sustainable Design and Construction SPD

### **Monitoring Indicators**

- Net additional homes
- Number of affordable homes delivered on-site
- Net additional homes by district
- Range of homes delivered
- Number of homes delivered for local workers
- Net additional Build to Rent dwellings
- Proportion of Build to Rent dwellings that are affordable
- Financial contributions secured and received towards off-site affordable housing
- Number of custom finished homes delivered on-site
- Number of visitor accommodation units provided on-site

### **Policy links to the adopted Local Plans**

Cambridge Local Plan

- Policy 45: Affordable housing and dwelling mix

- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 77: Development and expansion of visitor accommodation

#### South Cambridgeshire Local Plan

- Policy E/20: Tourist Accommodation
- Policy H/8: Housing Density
- Policy H/9: Housing Mix
- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/2: Public Art and New Development
- Policy SC/4: Meeting Community Needs
- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy TI/2: Planning for Sustainable Travel
- Range of homes delivered

## 6.3 Social, community and cultural facilities

*Figure 32: Map graphic showing anticipated new social, community and cultural facilities within North East Cambridge*

Social and community facilities are a vital part of ensuring that communities' day to day needs are met, as well as the wider importance of building wellbeing, social interaction, lifelong learning and cultural exchange. We want to ensure that new social infrastructure in North East Cambridge meets the needs of existing and new communities without duplicating what is already provided around the area.

We expect development to include space for a range of identified facilities which our evidence shows will be needed. We want to make sure that these are multi-functional, accessible, and well-integrated with other uses and this policy sets out how we expect this to be achieved.

### What you told us previously

- You supported the provision of community and leisure facilities that encourage social inclusion.
- You suggested that North East Cambridge could provide high-quality public spaces for cultural and community-led events throughout the day and in the evenings. Comments told us that spaces should be multi-functioning and accessible to encourage community connectivity with open space to support health and well-being in North East Cambridge.
- Comments suggested that the inclusion of existing educational facilities surrounding the development e.g. Cambridge Regional College (CRC) would be important and could be utilised as an opportunity for education intensification.
- Many comments were in support of providing a range of community and cultural spaces in flexible, small and large facilities. Generally, meeting spaces such as local libraries, community meeting points and multi-functional flexible spaces are supported.
- Comments raised the need to provide a range of education facilities including specialised and essential education with the consideration of a secondary school on site. Comments also encouraged the provision and requirement of schools on-site and off-site in surrounding areas to be set out within the Area Action Plan.
- There was support for including performing arts and creative spaces integrated in mixed-use facilities to meet the needs of community theatre groups.

- Many comments supported the need for access to health care facilities such as a doctor's surgery or pharmacy. Some comments suggested the need to connect existing facilities such as the Shirley School and health centre on Nuffield Road to ensure connectivity between the North East Cambridge and surrounding areas.
- Comments reflected the need to provide formal and informal recreational areas for various ages and abilities to use with child-friendly facilities in walking distance of the surrounding areas. A youth centre or community centre was supported to ensure the local community had meeting points and a place for events.
- Some comments supported the importance of creating accessible spaces without having to travel off-site for these facilities.
- Comments raised the need to create better links to the existing facilities including Cambridge Regional College sports centre and Milton Country Park.
- Comments highlighted the need for nurseries, schools, health facilities, libraries, community centres and other facilities in order create a thriving community.
- You commented that community spaces provided should be safe, attractive and of high-quality with building designs contributing to the feeling of open space.

#### **How your comments and options have been taken into account**

- The proposed policy facilitates the opportunity to provide a mixed-use flexible site contributing to the sense of community in the area. The Area Action Plan provides a range of facilities including primary services, high-quality public spaces and community facilities that reflect the needs of the local area and encourages social cohesion.
- The Area Action Plan will provide a variety of services including schools, health centres, libraries, day care and nurseries and community amenity spaces. Facilities will include both formal and informal spaces to allow for flexible use and changing requirements over the long term and support a range of needs including arts and performance, cultural activities and as a place of worship.
- The Area Action Plan will encourage accessibility and connectivity to surrounding existing facilities while providing spaces that can function throughout the day and in the evenings.

- A Cultural Placemaking Strategy has been prepared to provide an understanding of what community facilities are needed to ensure that the emerging communities are supported.

#### **Policy 14: Social, community and cultural Infrastructure**

Development proposals for new community, cultural and leisure facilities will be permitted if it can be demonstrated that to do so meets the local needs of the existing and future communities and area and that the proposal encourages inclusivity and social cohesion. Proposals should provide high-quality, multi-functional spaces for different ages and abilities that allow for a range of different community uses to take place.

New community infrastructure should seek to take full advantage of opportunities to maximise flexible spaces that are accessible not just in terms of physical distance and location but also in terms of availability. Facilities should be available throughout the day and evening, subject to any relevant amenity concerns, year-round. Definitions of facilities should refer to those provided in the Cambridge Local Plan 2018, Table 8.2 & 8.3 unless otherwise defined in the Area Action Plan.

Uses shall be located to complement rather than conflict with neighbouring uses. Subject to any relevant health and quality of life / amenity issues, individual proposals providing community, cultural, sports or leisure facilities that broaden the choice of these uses will be permitted, maximising the long-term economic sustainability of multi-use facilities.

Sports facilities that should be retained on-site include:

- Cambridge Regional College (Sports Hall & Centre including Badminton Club, 3G pitch adjacent to Cambridge Science Park)
- Revolution Health & Fitness Club (or any future equivalent)
- The Trinity Centre –exhibition and event complex (or any future equivalent)

The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:

- the facility/site can be replaced within the new development or relocated to at least its existing scale, range, quality and accessibility for its users.
- For leisure uses, it should satisfy peak period need; or
- the facility/site is no longer needed.

In providing evidence that a facility/site is no longer needed, the guidance in the Cambridge Local Plan, Appendix K should be adhered to. An impact assessment involving the loss of the on-site golf driving range will need to be provided, if it

cannot be relocated off-site. This should include opportunities to provide suitable alternative sport provision.

Formal indoor and swimming provision will be calculated using Sport England's Facilities Planning Model (or future versions of this model) to calculate the amount of provision new residential development should provide. New residential development will provide on-site indoor facilities, where possible and any remaining contribution to off-site facilities; and contribute to off-site swimming provision.

Formal outdoor provision will be calculated using the applicable Open Space and Recreation Standards. New residential development will provide on-site outdoor facilities, where possible and any remaining contribution to off-site facilities.

Proposals for all formal facilities should conform with any relevant Council sports strategy.

Ancillary uses for sports or leisure facilities provided within an employment development will be permitted, subject to any relevant amenity issues. The size of these facilities should be commensurate to the demand generated by the employment development to avoid undermining the long-term economic sustainability of equivalent public facilities. Such spaces should also explore the opportunity to offer these spaces to other users within and outside of normal working hours.

On-site social and community infrastructure provision has been identified as the following:

- 3 Primary Schools (inclusive of nursery provision)
- Safeguarded land for a secondary school
- Production Studios
- Gallery / Museum
- Community room
- Nursery and children's park (pending further engagement with Cambridgeshire County Council)
- Library and Community Centre
- Health provision (pending outcome of North East Cambridge Area Action Plan Health Impact Assessment)
- Performance Venue

Opportunities to co-locate complementary social facilities such as health centres, libraries, day care and nurseries which provide flexible floorspaces should be

maximised. These should ensure all buildings make the best use of land and reduce the need for people to have to travel to access a variety of different but related services.

There is an identified need for 3 primary schools on-site. There is also the possible need for one secondary school on-site, and it is therefore considered prudent to safeguard a site to ensure this can be delivered, if needed. The site must be sufficient in meeting education requirements and should provide flexibility in design and delivery. The location for these sites is identified on the Spatial Framework.

Opportunities should be taken and explored to make sure these new facilities are affordable for existing and new residents and employees.

### Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

Social and community facilities perform an important role by stimulating and supporting social cohesion and interaction. Facilities including dedicated community spaces, libraries, sports and leisure facilities, places of worship and cultural venues create anchors for the community and allow for residents to develop a sense of identity. Community provision can be multi-functional indoor and outdoor space supporting a range of activities for different users and groups. Increasing accessibility to new and existing social and community facilities for local residents, including children and young people, has a positive outcome on their health and wellbeing through arts and cultural experiences.

The neighbourhoods surrounding North East Cambridge consists of a mixed population with a range of ages, faiths and ethnicities. These areas include Milton, King's Hedges and East Chesterton that all range in access to services. As a result, North East Cambridge provides an opportunity to maximise the quality of life of residents in these areas through the provision of a range of community facilities and improved accessibility to them.

Provision of community, cultural and recreational facilities should consider the opportunity to create a socially and economically inclusive place to live and should assist in reducing the levels of poverty in the North of Cambridge. To address the social exclusion of low-income groups, new development should consider how existing and new residents can be supported and encouraged to access new facilities, through their location and design as well as their co-location with other local services. The North East Cambridge Anti-Poverty Topic Paper identifies that the provision of accessible amenity spaces will facilitate and encourage social activity, community cohesion and subsequently reduce a range of inequalities.

The facilities provided in the North East Cambridge will contribute to the placemaking of a community hub so should ensure that spaces provided are flexible, engaging and safe for a range of activities and users. Indoor and outdoor meeting spaces for

young people and children play spaces should be appropriately located to promote a safe and secure atmosphere for the community.

The higher density nature of North East Cambridge also means that these facilities will need to be provided in a way that maximises their function, utility and land efficiency, where provided on-site. New provision should also take account of access, not just in terms of distance from the community it serves but also in terms of availability and affordability. To maximise the use of new facilities, they need to be very high quality requiring minimal maintenance, to allow them to be readily available from early in the morning to late at night, all year-round. Consequently, these facilities need to be designed to not cause amenity issues for surrounding occupants when in use.

### **Education facilities**

The education authority for the area have stated in the Education Topic Paper that based on the proposed housing types, tenures and sizes likely to be delivered at North East Cambridge, the development would generate the need for three schools. This provision should be located on-site to ensure good accessibility to new residents within North East Cambridge and minimise the need to travel, particularly by private vehicle. Their exact size and format will need to ensure they do not adversely affect neighbouring schools including any phased development schedule to ensure provision is provided as new residential units are delivered.

The Education Topic Paper also indicates that presently, development at North East Cambridge is not projected to generate sufficient numbers of pupils to warrant the need for a secondary school on-site. Nevertheless, the Area Action Plan Spatial Framework safeguards land for a secondary school if it is needed. This is located within Cowley Road Neighbourhood Centre alongside a primary school, as shown on the Spatial Framework. Local secondary school provision will be kept under review throughout the plan period to determine whether a secondary school at North East Cambridge is required and when it will need to be delivered. Based on the housing trajectory for the Area Action Plan, it is anticipated that if it is required, then it is likely to be delivered towards the end of the plan period.

Changes to the number of homes and their mix (size and tenure) will alter demand and the scale of provision will change accordingly. For secondary school provision, consideration will be given to existing schools and the new school currently planned for north Cambridge at Darwin Green. If it is considered that the safeguarded secondary school site is not required to serve the specific needs of North East Cambridge, then the site will be released for a community use led mixed use development and proposals will need to be in accordance with the policies of the Area Action Plan and local development plan at that time.

### **Other social infrastructure**



Other social infrastructure uses such as nurseries, education and health providers all help to ensure people are able to access essential services. However, it must be recognised that these can be delivered in a variety of sizes and formats which may change over-time. Their co-location can therefore help reduce the need to travel to access different but related services and be more sustainable with the reduced management costs etc. These facilities should therefore be located in close proximity to each other where it is realistic to do so, in buildings that can offer a range of floor spaces which can easily be adapted to changing circumstances.

Due to the constraints on motorised transport outlined in Policy 22: Managing motorised vehicles the scale of these uses will need to be carefully managed to meet the local need or it be demonstrated that they can be adequately accessed by public transport means.

### **Sport and leisure**

Larger scale sports and recreational leisure facilities should be considered in appropriate areas of major development as discussed in Policy 8: Open spaces for recreation and sport . Applicants should provide a sports strategy (also known as a facilities development plan) setting out the details of specific facilities to be developed, the rationale and need for these. Additionally, a healthy living and youth play strategy should be provided to set out both formal and informal provision of social infrastructure to allow for residents to live active lifestyles and improve health and wellbeing.

It is important that individual sport and leisure uses will only be permitted where they will not undermine the long-term viability of a multi-use schemes providing a similar activity. Corporate users will be allowed to provide some ancillary sports facilities on their own premises where it will not have an adverse impact on equivalent local community provision.

As outlined in Policy 23, new development will be expected to deliver new open spaces and contribute to formal sports provision to support residential development. However, it is recognised that, due to the higher density nature of the site it may be more feasible to take a more strategic approach for the delivery of large, formal sports facilities such as swimming pool provision, and provide these off-site taking advantage of opportunities provided in alternative locations for area-wide facilities.

There is currently a golf driving range on-site. Given the low-density nature of the use and the proposed housing densities, it is unlikely that this facility can be realistically re-provided on-site. As part of the area's sports strategy provision, an impact assessment about the loss of the facility should be completed to inform future sports planning including opportunities to re-provide it in a suitable alternative location.

Alternative off-site locations for expanding sports facilities include North Cambridge Academy. The Indoor Sports Facility Strategy for Greater Cambridge recommended a 3-court sports hall extension to this facility. This would allow both new and existing

communities to benefit from a range of accessible activities across the wider northern Greater Cambridge area.

Cambridge City and South Cambridgeshire Councils have commissioned a Swimming Pool Delivery Strategy for Greater Cambridge. The study will: analyse demand for swimming pools in North East Cambridge and the wider Cambridge area, using Sport England's Facilities Planning Model; analyse existing supply (including new provision); and advise on how best to deliver swimming pool provision across Greater Cambridge including North East Cambridge. It is anticipated that North East Cambridge development will collect monies for swimming pool provision which will be invested in off-site swim provision, accessible to North East Cambridge residents. Open space requirements within North East Cambridge are specifically set out within Policy 8: Open spaces for recreation and sport.

### **Evidence supporting this policy**

- Community Safety Topic Paper (2020)
- Education Topic Paper
- Anti-Poverty Topic Paper (2020)
- Health and Wellbeing Topic Paper
- Community and Cultural Facilities Audit (2020)
- Cultural Placemaking Strategy (2020)
- Open Space, Sports and Recreation Topic Paper
- Swimming Pool Delivery Strategy (2020)
- Creative Workspace Study (2020)

### **Monitoring indicators**

- Catchment secondary school provision/capacity
- Monitor the amount of net floorspace for D1 and sui generis uses that fulfil a community or leisure use.
- Additional specific strategies for different types of formal sports may also be updated to monitor their delivery.

### **Policy links to the adopted Local Plans**

Cambridge Local Plan

- Policy 1: The presumption in favour of sustainable development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 56: Creating successful places

- Policy 59: Designing landscape and the public realm
- Policy 68: Open space and recreation provision through new development
- Policy 74: Education facilities
- Policy 75: Healthcare facilities
- Appendix K: Marketing, local needs assessment and viability appraisal

#### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East
- Policy HQ/1: Design Principles
- Policy SC/4: Meeting Community Needs
- Policy SC/5: Community Healthcare Facility Provision
- Policy SC/6: Indoor Community Facilities
- Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments

## 6.4 Shops and local services

*Figure 33: Map graphic showing location and quantum of shops and services anticipated in North East Cambridge*

We want North East Cambridge to provide a balanced range of shops and services – such as cafés, restaurants, and leisure activities - that meet the needs of local residents, employees and visitors while not creating a ‘destination’ location for people living further afield which would increase car trips into the area. In this policy we therefore require all shops and similar units to be of a size that will not require car parking. We also set out how much retail should be provided, and where it should be located in the Area Action Plan area to make sure that everyone has easy access on foot to the shops and services they need.

### What you told us previously

- You supported the need to provide a wide range of shops and retail including flexible unit spaces that will attract local business and create an attractive place to visit.
- You commented that the Area Action Plan should consider long-term needs of retail such as the increase in online use.
- You commented that development should include markets and small local trading for local businesses and creative industries, to provide for the local community and increase vibrancy.
- You highlighted the need for the Area Action Plan to provide independent retail units limiting national chains in order to create a unique local centre.
- You told us that you supported the opportunity to provide retail within the North East Cambridge, there was concern however, that the location in the Indicative Concept Plan would affect the Transport Safeguarding Area. There was also some concern for how the assumption of low car use will complement the parking need for retail facilities.

### How your comments and options have been taken into account

- As retail was encouraged as part of providing a mixed-use development, the proposed policy encourages the mix of land uses provide a balanced range of use based upon need and current trends for retail, employment and housing. To ensure that these uses are utilised effectively, it will be ensured that their location will be sufficiently separated from any safeguarded areas.
- The Area Action Plan has considered local needs and demand for retail and reflects the rising use of online retail purchasing.

- Comments and concerns regarding car parking are addressed in the Area Action Plan. Street layouts will discourage car use however, it is recognised that to enforce car parking, controlled parking zones will be needed, and these are controlled by the County Council. Accessibility will be encouraged by sustainable modes of transport located throughout and surrounding the site. To further increase accessibility and create a high-quality development, a neighbourhood centre is proposed close to both Cambridge Regional College and Cambridge North Station which could support a number of uses including retail.
- Reflecting your comments, Policy 10b: District Centre states that the district square should provide space for market stalls to trade.

### Policy 15: Shops and local services

#### Hierarchy of centres and retail capacity

The hierarchy of centres in North East Cambridge is set out below along with their indicative identified capacity to support convenience, comparison and other town centre uses.

Type of centre	Designated centres	Retail capacity (net m <sup>2</sup> ) GIA			
		Convenience	Comparison	Other Town Centre uses	Total
District Centre	North East Cambridge District Centre	1800	1700	1500	5000
Local Centre	Station Approach	350	350	300	1000
Local Centre	Cambridge Science Park	350	350	300	1000
Neighbourhood Centre	Cowley Road	150	75	75	300

Within the District, Local and Neighbourhood centres as shown on the Area Action Plan Spatial Framework, new A1 uses will be permitted, if:

- they are in proportion to the scale and function of the centre; and
- their use aggregate total (convenience or comparison) floorspace (including the proposal and all other similar uses in the same centre) does not exceed the floor scale provision (outlined above).

All other proposed uses, listed below within this policy will be permitted provided:

- they complement the retail function and character as well as maintain or add to the vitality, viability and diversity of the centre;
- they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking; and
- for any new 'other town centre use' proposals, their aggregate total (with any existing 'other town centre use' in the same centre) does not exceed the floor scale provision (outlined above).

Changes of use from A1 to another centre use (as set out in Table 8.1) will be permitted where the development would satisfy the above criteria and additionally, for A1 convenience use, a minimum 30% of the centre's total floorspace would remain in A1 convenience food store use.

All flexible, internally configurable units will not exceed a maximum floorspace of 150 m<sup>2</sup> net (GIA). The merging of separate flexible, internally configurable units will not be permitted.

No single proposal, regardless of use, should be permitted that is large enough to generate a need for a car park.

Any retail developments proposed outside these centres in North East Cambridge must be subject to a retail impact assessment where the proposed gross floorspace is greater than any retail impact threshold set in the Cambridge Local Plan (2018) or successive Local Plans applicable to Cambridge.

The following uses are suitable at ground floor level in the identified centres:

- Shops (A1 Use Class)
- Financial and professional services (A2 Use Class)
- Cafés and restaurants (A3 Use Class)
- Drinking establishments (A4 Use Class)
- Takeaways (A5 Use Class)

- Private social and healthcare related facilities that cannot be provided in multi-functional community or social facilities premises
- Small-scale Assembly and leisure (D2 Use Class)
- Small-scale 'sui generis' uses typically found in local/district centres, including launderettes, beauty parlours and small collection points (or lockers)

Across all centres, the use of Article 4 Directions will be used to control A2, B1 and D2 uses, in their first instance and change of use to those uses. Other sui generis uses may also be considered as part of an Article 4 Direction.

In the district centre, no more than 200 m<sup>2</sup> net should be in either A5 take-away use or sui generis betting shop use. Only one of either of these uses will be permitted in a local centre and none in a neighbourhood centre. No A5 take-away use should be located within 400 metres, in a straight line of any school premises.

Sports leisure uses will also need to comply with Policy 14: Social, community and cultural Infrastructure, where applicable.

All uses (except for A1 convenience or comparison shopping) will be categorised as 'other centre uses' for the purpose of determining if proposals exceed their capacity threshold.

### Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

Cambridge city centre is the regional centre for the area, providing the majority of floorspace for both retail and commercial leisure activities in the city. However, a key aspect of sustainable communities is easy access to shops and other local services such as cafés and restaurants which help meet the day-to-day needs of the local communities. It is therefore important that both new and existing communities have easy access to these types of facilities, including during the construction phase to reduce the need for residents to travel and, maintain vibrant and viable local and neighbourhood centres.

Currently, there are three centres on the northern fringe of Cambridge adjoining the North East Cambridge area. The centres include: a local centre at Orchard Park with two budget hotels nearby; a district centre at Arbury Court; and two neighbourhood centres, one on Campkin Road and the other on the corner of Milton Road and King Hedges Road. North of the A14 there is a rural centre at Histon & Impington and Milton village centre where the closest, large supermarket is located just after Junction 33. It is important that any new proposed centres at North East Cambridge are sustainable, but do not undermine the viability of these retail centres. Any retail proposal in the North East Cambridge area which is outside a designated or planned

centre will need to ensure it will not have an adverse impact on either the proposed or existing centres including those in neighbouring centres. Any such proposal will therefore need to comply with any requirement for a retail impact assessment that is in excess of the current retail impact threshold in the Cambridge Local Plan (2018) and any successor documents applicable to Cambridge.

### **Quantity of town centre uses required to meet local needs.**

It is the intention of the area to provide a balanced range of shops and services that meet the needs of local residents, employees and visitors to the area. The Retail and Leisure Study sets out the retail needs specific to North East Cambridge. The resulting North East Cambridge Retail Statement outlines how the vision for North East Cambridge's approach to creating vibrant and highly sustainable local centres can best be achieved. It proposes approximately 7,000m<sup>2</sup> of floorspace comprising of 2,400m<sup>2</sup> for comparison goods (higher value, less frequently bought items), 2,500m<sup>2</sup> of convenience goods (low value, frequently bought items) and 2,100m<sup>2</sup> of other centre uses. These figures are based upon a lower population threshold, due to the level of uncertainty around the shopping behaviour of those studying and working in North East Cambridge as well as the shopping choices of neighbouring centres.

### **Scale and type of proposed town centre uses.**

It is important that North East Cambridge meets local needs but is not a 'destination' location for people living further afield who may travel in by car, in order not to exceed the agreed 'trip budget' for Milton Road. It is therefore necessary to resist any proposal that will create a need for specific car parking provision. This should be achievable within the District Centre by having at least two different food stores that vary in size from between 400m<sup>2</sup> and 800m<sup>2</sup> along with other smaller scale, independent shops.

In the two local centres and neighbourhood centre, at least one convenience store should be provided per centre. The local centres will each provide approximately 200m<sup>2</sup> net floorspace, for each store. The neighbourhood centre will provide approximately 150m<sup>2</sup> of net floorspace. The proposed convenience use capacities (outlined above) indicate enough capacity, in all the centres to provide for these convenience food stores.

The North East Cambridge Retail Statement indicates that other commercial retail units located within local or district centres would require smaller format units of between 55-110 m<sup>2</sup> net floorspace. Some flexibility to allow for different floorspaces is supported as it will help retailers to adapt to fluctuating demand and changing consumer trends.

The district and two local centres would require a range of 'other' town centre uses in addition to comparison and convenience goods floorspace to complement the function of the centre. It is intended that these should add to the centre's vitality and



vibrancy by strengthening the centre's distinctiveness and ensure its long-term success.

Local-in-scale commercial leisure uses such as pubs and restaurants will be an acceptable use in the North East Cambridge's centres. However, given the need to ensure North East Cambridge remains a sustainable destination but not a destination location, that is to say, one that draws large numbers of people to the area other than from immediate neighbourhoods, it is not intended for North East Cambridge to accommodate any large-scale cultural, entertainment or leisure facilities such as a cinema complex or a ten-pin bowling facility. These would most likely not be able to respect North East Cambridge's 'trip-budget' and have the potential to undermine other established centres already providing similar uses. As such, leisure uses involving entertainment and culture will need to comply with Policy 14: Social, community and cultural Infrastructure, where applicable.

Uses typically associated with anti-social behaviour should not be allowed where they will have a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking. For this reason, space for take-aways and betting shops will be limited in the district centre and local centres with no permissible use in the neighbourhood centres. Following concerns raised by Public Health England, no A5 take-away use should be located within 400 metres, in a straight line of any school premises. This will discourage children from following unhealthy lifestyles by frequenting these types of food providers during their school routine.

It is recognised that there may be a need for some private social and healthcare facilities such as nurseries and dentists in local centre units, it is essential that enough provision is retained for meeting the day-to-day needs for people. As a minimum, a third of the floorspace available in the centre should be retained for A1 convenience food shopping. In effect these uses will act as an 'anchor' store for other centre uses. Proposals that lead to the loss of this minimum 30% threshold should be resisted to avoid undermining the centre's main purpose of meeting the everyday needs of local residents and employees. The types of permitted ground floor uses should be commensurate in scale and function of the centre, to meet local need.

### **Design and flexibility of units**

The high-density nature of North East Cambridge means that there should be sufficient demand to support a range of shops, cafés, pubs and restaurants. However it is recognised that with ever changing nature of consumer retail trends and entertainment preferences, it is important that these units are genuinely flexible in both size and format to encourage an appealing range of different retail and leisure activities which create a vibrant and authentic high street environment.

Flexible floorspaces allowing for both smaller and larger units to operate will also provide greater opportunity for a range of different retail uses to establish

themselves, including independent retailers. It is therefore proposed to allow different floor space configurations to allow greater flexibility for shops and other local services to set-up, operate and allow some expansion. However, in order to avoid the creation of large units that would be out of character with the intended approach of attracting small, independent retailers, a limit to the size of these flexible units up to 150 m<sup>2</sup> net (GIA) will be permitted. Similarly, the merging of separate flexible, internally configurable units will not be permitted. This approach should also allow for centres to adapt to changes in consumer trends and habits in a sustainable manner.

The use of Article 4 Directions or equivalent will need to reflect the Permitted Development regime in operation. Their use is intended to ensure all North East Cambridge centres remain vibrant and attractive for local people and cater to their day-to-day needs. Widespread conversion of units to non-food retail use will have a significant adverse effect on their ability to fulfil their primary function. Controls may therefore be necessary to ensure the character and function of each centre is properly protected through the planning process. This will allow people to be involved in any decision to change their centres.

### **Evidence supporting this policy**

- The Greater Cambridge Retail and Leisure Study (2020)
- Innovation Districts Study (2020)
- North East Cambridge Retail Statement (2020)
- Health and Well being Topic Paper (2020)
- Retail & Commercial Leisure Topic Paper (2020)
- Community Safety Topic Paper (2020)

### **Monitoring indicators**

Monitor the balance of floorspace, both committed and completed for the three categories: Convenience, Comparison, and Other Town Centre uses, in each centre.

### **Policy links to the adopted Local Plans**

Cambridge Local Plan

Policy 2: Spatial strategy for the location of employment development

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 56: Creating successful places
- Policy 59: Designing landscape and the public realm
- Policy 72: Development and change of use in district, local and neighbourhood centres
- Policy 73: Community, sports and leisure facilities

## South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles

## 7. Connectivity

*Figure 34: Infographic showing approach to achieving sustainable transport and a modal shift across North East Cambridge*

A vital part of responding to the climate change challenge is to bring about a major shift in how we travel. We have to get more people walking, cycling and using public transport for as many of their journeys as possible.

North East Cambridge is a 15 minute cycle ride from the city centre. It already has good public transport links, and there are many walking, cycling and public transport improvements already planned. We want to build on this by creating a genuinely walkable and cyclable movement network across North East Cambridge. We also know adding any more vehicular traffic to the area is likely to be unacceptable in terms of road capacity, as well as air quality and placemaking.

Development at North East Cambridge will shift travel away from the private car, at a level not seen in Cambridgeshire before. To achieve this we will not only encourage the use of sustainable travel modes, but we will also limit car use and parking significantly.

This section contains the following policies:

- Policy 16: Sustainable Connectivity
- Policy 17: Connecting to the wider network
- Policy 18: Cycle Parking
- Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport
  
- Policy 20: Last mile deliveries
- Policy 21: Street hierarchy
- Policy 22: Managing motorised vehicles

## 6.5 Sustainable connectivity



Figure 35: Connectivity in and around North East Cambridge, to be created through the Area Action Plan

North East Cambridge must be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and to encourage active travel choices. This policy sets out how we expect development in the area to create a comprehensive network of streets and routes which are direct, permeable, legible and safe, and where people are prioritised over vehicular traffic.

### What you told us previously

- You supported the inclusion of healthy towns principles, ensuring health and wellbeing through site design and including well designed green spaces and paths for walking, cycling and horse riding for mobility, recreation, exercise, offering visual interest and the opportunity to connect with nature and integrate with public transport. You commented all walking and cycling infrastructure must design out crime and be fully accessible to people with disabilities and help to redress deprivation in surrounding communities.
- You supported all the options to remove the physical and perceived barriers: improving east-west and north-south connections, including across Milton Road and to the river.

- You commented that cycle congestion exists, that the towpath should be protected from overuse to remain a tranquil area for leisure, and that there are already enough cyclists.
- You supported options for improving public transport, cycling and walking accessibility, including beyond the Area Action Plan boundary. You commented that to get people onto public transport there needs to be more buses at peak times, and it needs to be accessible and better value for money / subsidised. Your suggestions included exploring the appropriateness of another Guided Bus stop, frequent shuttle bus, better use of Milton Park and Ride and Mere Way, develop interchange at station and CAM metro, small electric vehicles, and better local buses connections. You commented there needs to be high quality information at public transport stops, integrated, cashless ticketing, pay as you go. Buses could hold cycles.
- You supported measures that encourage cycling, including employments installing secure cycle parking, showers, lockers, drying rooms with easy access. Pool cycles for businesses, bike repair shop and facilities, cargo cycles for deliveries. Concerns that lockers attract crime, are dirty and smelly. Consider charging points for electric cycles and make provision of storage for non-standard cycles. Minimise conflict between modes.
- You expressed concerns about how the links can be achieved without impacting on existing businesses and their operations and relating to the movement of heavy commercial vehicles (HCVs) around the site, particularly close to schools.
- You made suggestions that Milton Road and Kings Hedges Road cannot cope with additional traffic, and that there needs to be a strong sense of non-car friendly place. Your suggestions included a connection from the A14 to Cambridge Science Park and Fen Ditton for vehicles, and to plan roads on the periphery. You commented that the unsafe level crossing should be closed, and alternative provision made, which may include a road bridge into the Area Action Plan site. You commented that the Area Action Plan should not overbuild to cater for the car – reduce the dominance of Milton Road, reconfigure traffic lights and address public realm. You comment that car ownership could be discouraged with a dedicated car-pool, and low levels of parking, due to abundance of other mode options. You suggested parking controls should be in place from construction stage and that measures needs landowner support to work. You expressed concerns that more consideration is needed to the reality of car use, particularly for those who need cars such as the elderly, disabled or pregnant people, and those with young children, that the Area Action Plan should improve traffic issues rather than worsen them, and redress the imbalance between jobs and housing.

- You commented that the Area Action Plan should embrace technology so that users find it easy to switch between modes and ensure flexibility to future proof and avoid stifling innovation, which may include autonomous vehicles. Your suggestions included cycle hire schemes, on-demand transport for those with low mobility, and micro-mobility solutions. You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts, which could use cycling logistic firms using cargo cycles to make last-mile deliveries. It was also suggested transport is about human centred, safe and convenient space not technology.

### **How your comments have been taken into account**

Whilst some comments were made that the Area Action Plan needed to consider the reality of car use, it is clear, from the Transport Evidence Base, that for the development to be acceptable in planning terms it will need to mitigate its travel impacts and significantly reduce the car mode share. This means reducing the need to travel as well as enabling and supporting a significant shift away from car driving and towards sustainable travel. As a result, the policy approach focuses on reducing the need to travel and facilitating travel by non-car modes rather than catering for vehicular trips. The issue around whether the Fen Road level crossing should be closed and alternative access provided is addressed under Policy 17: Connecting to the wider network and Policy 21: Street hierarchy .

You expressed support for developing North East Cambridge around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and making services and facilities readily accessible and safe for everyone by active modes. Coupled with this, providing an extensive high-quality network of walking and cycling routes within the site and (removing barriers) connecting to the wider area, where the design of the public realm prioritises people over vehicles and provides a choice of on- or off-road route. You stated that seamless connectivity and interchange between modes is important and this will be provided in a series of mobility hubs. You suggested a flexible approach was needed to future proof changes in mobility and technology, in recognition that travel patterns and habits are changing, and that technology is developing all the time. Reflecting the comments received and the placemaking objectives for North East Cambridge, Policy 16: Sustainable Connectivity incorporates all these aspects. The policy provides flexibility and the emphasis is placed on creating the right environment and connections to facilitate mode shift as a personal and/or lifestyle choice.

Note, a suite of connectivity policies address associated issues in further detail including improving wider connectivity (Policy 17: Connecting to the wider network), Safeguarding for public transport (Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport) and Managing vehicular traffic (Policy 22: Managing motorised vehicles ).



## Policy 16: Sustainable Connectivity

North East Cambridge should be designed around the principles of walkable neighbourhoods and healthy towns to reduce the need to travel and encourage active sustainable travel. This should include a comprehensive network of links and connections that are direct, permeable, legible, integrated with the green and open space network, safe and where priority is given to people over vehicular traffic with low traffic and design speeds as well as car free neighbourhoods (see Policies 21 and 7a) to encourage active travel trips and deliver excellent connections via high-quality public transport (see Policy 19).

The network should seamlessly integrate and improve connectivity within the site, to the adjoining built up area within north Cambridge, as well as links to Cambridge city centre, employment areas, nearby villages, as well as through the green infrastructure to the wider countryside and Rights of Way network. Leisure routes should include appropriate provision for equestrians.

*The key pedestrian and cycle connections to be made as part of North East Cambridge are shown on*



Figure 358 and include:

- Cowley Road will form a new high-quality spine through the development between Cambridge North Station - across Milton Road (via new bridge) - Cambridge Science Park - Cambridge Regional College.



- b) Cambridge Science Park - Milton Road (north) crossing – railway crossing – riverside open space and towpath
- c) District Centre – St John’s Innovation Centre – Milton Road (north) crossing – Cambridge Science Park.
- d) Milton Village (via Jane Coston Bridge) – Cowley Road Neighbourhood Centre – District Centre – Cambridge North Station.
- e) Waterbeach Greenway (under A14) – Linear Park – new Guided Busway stop — Nuffield Road.
- f) Waterbeach Greenway (under A14) – Linear Park – District Centre – Cambridge North Railway Station
- g) Cambridge North Station – Chisholm Trail (proposed) – Cambridge Station - Biomedical Campus
- h) District Centre – Gainsborough Close (East Chesterton)
- i) Cambridge Science Park – Garry Drive (King’s Hedges).
- j) Mere Way (under A14) – Cambridge Regional College – Science Park Local Centre –Guided Busway stop (existing).

The public realm must be designed to put people first and to create a vibrant and socially interactive environment (see Policy 7a) and seamless interface with public transport and other travel options at mobility hubs (see Policy 19). The design of streets and spaces should consider the needs of those walking, cycling and using other sustainable modes to minimise conflict between different users, including those using mobility wheelchairs, e-scooters and electric bikes.

Innovative and flexible solutions to internalising trips and reducing motor vehicle use are encouraged, including through measures such as digital infrastructure, online information for journey planning, Mobility as a Service (MaaS)<sup>5</sup>, micro-mobility<sup>6</sup>, demand responsive transport and ride sharing, smart / mobile ticketing, cycle taxis and last mile deliveries (see Policy 18), as well as future proofing for technological improvements and the use of autonomous vehicles.

The development should provide convenient and secure cycle parking infrastructure at key locations and mobility hubs, in accordance with Policy 18.

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<sup>5</sup> Mobility as a Service (MaaS) describes a shift away from personally-owned modes of transport towards the integration of various modes of transport along with information and payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example.

<sup>6</sup> Micro-mobility provides access to on-demand scooters, cycles, electric cycles and potentially other devices that come into the market.

## Why we are doing this

Relevant Objective: 1, 2, 4, 5

The location and connectivity of North East Cambridge provides a unique opportunity to bring forward a highly sustainable type of development designed around accessibility and the needs of people rather than cars, marking a step change in the way people move around. The objectives for the Area Action Plan state that it must be designed around the principle of walkable neighbourhoods and healthy towns, providing local services, cultural opportunities and amenities that are accessible by everyone, whatever their age and ability, on foot, by cycle and micro mobility modes such as scooters.

### **Making sustainable travel possible for everyone**

Sustainable modes of travel, including walking, cycling and other forms of micro-mobility are zero-emission, socially inclusive, promote health and wellbeing, and help to create a more vibrant and socially interactive environment. To make sustainable travel the first choice for everyone who works, lives and visits North East Cambridge, the new district must be designed from the outset with a network of links and connections that are direct, permeable, legible, and safe. This network, together with public transport, will help people access and move around this new city district and wider area without needing to rely on the private car.

To achieve this the city district will be designed around the principles of walkable, low traffic neighbourhoods, removing direct through routes for traffic, discouraging non-essential vehicles into certain areas, and with low traffic speeds (in accordance with Policies 21 and 7a). Walkable neighbourhoods are an area within which it is possible and desirable to walk and cycle (or use of other sustainable means) to access services and facilities. Typically, this is based on distances of 400 metre (5 minute) and 800 metre (10 minute) walking catchments, although this is only a guideline and the key factor is providing convenient, well designed routes.

A people-first approach will ensure that streets (including junctions) and public spaces will be people-friendly, designed for all ages and abilities with a low-design speed, and which are integrated with the built environment and feel safe, overlooked by buildings which are in use throughout the day and night. Providing a variety of streets, and formal and informal (green) routes and connections within the city district will afford a choice of routes with or without traffic for pedestrians and cyclists (and, where appropriate, leisure routes for horse riders).

### **Linking to the wider area**

North East Cambridge must be linked to surrounding communities and various destinations within Cambridge and the wider area, to ensure access to services and facilities, and to allow employees travelling into North East Cambridge to do so without needing to drive. To this end North East Cambridge must be served by, and

connect seamlessly with, existing and planned high quality public transport and routes for non-motorised users.

New and upgraded infrastructure is already being planned and delivered in the vicinity of the site through the Greater Cambridge Partnership, for example the Waterbeach to Cambridge Greenway, Chisholm Trail, and along Milton Road. However, there are currently severance issues and barriers to movement within North East Cambridge (Milton Road) and hindering wider connectivity (A14, railway line, Cambridgeshire Guided Busway and existing development) which will need to be addressed, (see Policy 17). It is important that development specific masterplans across the site include networks for existing and planned and infrastructure within the site, and must consider whether improvements are needed to the quality or capacity of existing routes in the wider area.

Active sustainable modes also form the 'first and last mile' of longer journeys, connecting people's origins and destinations with high quality public transport. North East Cambridge is already directly served by Cambridge North railway station and bus services, some using the Cambridgeshire Guided Busway. Further high quality public transport services and infrastructure enhancements are proposed within the site and the wider area, including a new route between Cambridge and the proposed New Town at Waterbeach, as well as the Mayor's aspirations for a Cambridge Autonomous Metro (CAM). It is important that seamless interchange through mobility hubs is included in proposals for locations for public transport interchange.

### **Discouraging car use**

The scope for highway capacity improvements is limited due to the existing road configuration and lack of space, particularly at the junction of Milton Road with Kings Hedges Road and Green End Road. The already high levels of traffic and peak hour congestion on the existing road network mean that the introduction of additional vehicular traffic is likely to be unacceptable in terms not just of highway capacity but also place making and air quality. As a result, the development will need to support a significant shift away from the private car and towards sustainable travel to a level not seen in Cambridgeshire before.

Historically, the planning system has focussed on predict and provide when it comes to dealing with the traffic generation of a proposed development (i.e. what is the scale of development, how many trips will this generate and what measures are needed to cater for this level of traffic?) but North East Cambridge needs a very different approach. It will be vital that the overall number of vehicular trips accessing the area is strictly managed through the imposition of stringent car parking controls and a vehicular trip budget that will limit the number of trips generated by the area, with development being halted if this is breached.

The masterplanning process will ensure the delivery of an environment which puts people first and integrates measures to carefully control vehicular traffic, whilst ensuring essential traffic can be accommodated for those with disabilities who rely on the car or taxis as well as to service the city district and businesses. The scale of the required mode shift is such that innovative solutions are going to be needed to reduce not only the need to travel, but also reduce the distances travelled by keeping trips local and putting people first, and for those longer distance trips that will still need to be made the options are in place from the beginning to encourage and enable modal shift.

The way that people access services and facilities, and personal travel, are evolving, including becoming increasingly digital. There is a shift away from personally owned modes of transport to new models of mobility including more demand responsive travel, 'Mobility as a Service' and micro-mobility, with increasing use of on-demand ride-share, scooters and electric scooters, cycles and electric cycles. Technology will have an important role in enabling and supporting this and is constantly evolving; for example, with the implementation of 5G. In the near future, autonomous vehicles may have an important function for first and last mile journeys, demand responsive travel, ride sharing, and deliveries. It is important to future proof North East Cambridge and consider new options and models for mobility within the design of the city district.

### **Evidence supporting this policy**

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Health and Well Being Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>
- Waltham Forrest Mini Holland Design Guide:  
<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>

### **Monitoring indicators**

- Modal share for pedestrian, cycle, public transport users

## Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

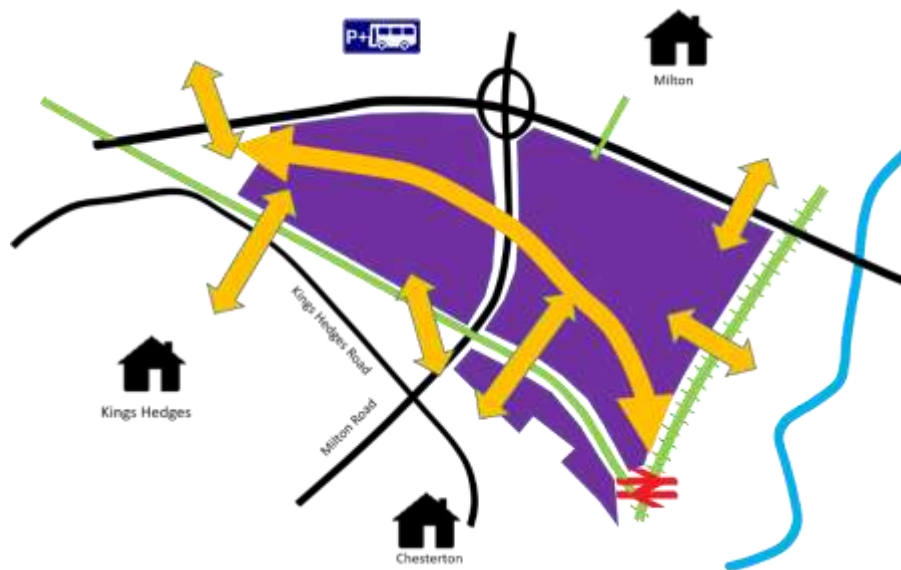
Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Greater Cambridge Sustainable Design and Construction SPD (2020): <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.6 Connecting to the wider network



*Figure 36: Overcoming barriers to movement: improved connections for non-motorised users to be created by the Area Action Plan*

We want North East Cambridge to be fully integrated into its wider context. Currently there are several barriers to movement, including the railway line, the A14 and the Guided Busway, and while there are already planned improvements to crossing these barriers, development at North East Cambridge must include further new connections. This policy sets out the new and improved crossings that we want to see.

### What you told us previously

#### Milton Road

- Many people identified Milton Road as a major barrier that discourages people from walking or cycling in the area. The width of Milton Road is seen as being inhospitable and intimidating to pedestrians and cyclists, and the wait time to cross the road too long. There was a common view that much better provision needs to be made for pedestrians and cyclists, but feedback was split on how this should be achieved.
- Whilst there was support for the concept of a green bridge, there was concern that it would be too onerous for cyclists to use. Others were more adamant that to truly put pedestrians and cyclists first, Milton Road should be tunnelled or significantly reconfigured, allowing more sustainable modes to cross unhindered at grade. However, the cost and technical constraints around doing this was also a concern.

#### How your comments have been taken into account:

- The Councils have been working with the various landowners within the Area Action Plan area to identify a suitable solution to improving walking and cycling connectivity across Milton Road.
- At this stage, the preferred option is to make provision for two new crossings; a bridge at the junction of Cowley Road – Cambridge Science Park as well as an under-pass between Cambridge Science Park and St John’s Innovation Park.

### **Crossing the railway**

- You broadly supported the idea of a crossing over the railway to access green space between the railway and river and onwards to other rights of way routes. However, almost without exception, you thought that a bridge should be designed to accommodate vehicles as well, so that the Fen Road level crossing could be closed, which would increase rail capacity along that stretch of the railway.

### **How your comments have been taken into account:**

- The Fen Road railway crossing is outside of the Area Action Plan boundary and as such is not an issue for the Area Action Plan to resolve. Nevertheless, in the interests of good, coherent planning of the wider area as a whole, the Councils are committed to working with Network Rail, the transport authority and the highway authority to reach agreement on a solution to the issues.
- Until further work has been undertaken to consider all suitable and deliverable options, a foot bridge is the current preferred option to increase connectivity between the Area Action Plan site to Chesterton Fen and the wider countryside.

### **Policy 17: Connecting to the wider network**

To improve the wider connectivity between North East Cambridge with adjoining communities, the City Centre, nearby villages and green infrastructure, the wider countryside and Rights of Way network, developers will be required to contribute to new and improved connections for non-motorised users, as shown on Figure 36, across:

- The A14
- The Cambridgeshire Guided Busway
- The Cambridge to King’s Lynn Railway line
- Milton Road

Masterplanning at the development management stage should ensure these connections and routes are fully integrated with routes identified on Figure 35 to



provide an extensive network of interconnected high-quality routes. This includes maintaining desire lines, providing legible, direct and unhindered passage, and ensuring enough space is designed-in for landings for bridges and underpass approaches at appropriate gradients to accommodate the most vulnerable users.

New structures, including underpasses and bridges, must be designed to a high quality, having regard to their surroundings to minimise visual impact and should consider potential connectivity for biodiversity, where appropriate. They should incorporate enough capacity to accommodate existing and future user demands for pedestrians, cyclists (and, where appropriate, horse riders) of all abilities, bearing in mind the low car mode share. Approaches and structures should maintain sight lines, be accessible and feel safe for all users including wheelchair users and cyclists, and, for underpasses, should incorporate as much light as possible. Partnership working between different landowners and the relevant authorities will be required to deliver these new connections.

### **Crossing the A14**

The following new and improved provision must be incorporated into the detailed planning of the site:

- Existing Jane Coston Bridge over the A14 – links to and from the bridge will be improved to reduce the current conflicts with motor vehicles.
- Existing underpass under the A14 – funding has been secured for a new strategic cycle path from Landbeach and Waterbeach via Mere Way.
- New underpass under the A14 - Greater Cambridge Partnership Waterbeach Greenway route will enter the site to the north of the site adjacent to Milton County Park.

### **Crossing the Cambridgeshire Guided Busway**

The Cambridgeshire Guided Busway has been identified as a physical and psychological barrier to permeability into North East Cambridge from communities to the south. The following should be considered:

- Opportunities to open out the site on to the frontage of the Guided Busway, particularly through the removal of fencing around individual sites. This would need to be carefully considered alongside Policy21: Biodiversity protection and Net Gain;
- Opportunities to introduce further crossing points should be actively explored, in particular those identified on the Area Action Plan Spatial Framework.

Any proposals to further restrict access across the Cambridgeshire Guided Busway will be resisted unless facilities of an equal or better standard for pedestrians and cyclists are provided.



### **Crossing the railway**

A new pedestrian and cycling bridge over the railway to provide direct access to the proposed off-site informal open space (see Policy 8) and Chesterton Fen to the east of the railway line, and onwards to the river tow path.

### **Crossing Milton Road**

To facilitate east-west movements within the City district, provision should be made for two additional grade separated crossings of Milton Road:

- a) To the north of the area, connecting the area through St John's Innovation Park to the north-east part of Cambridge Science Park. Due to topography constrains in this location, this crossing is likely to need to take the form of an underpass (see Policy 9).
- b) Centrally, connecting the new District Centre to Cambridge Science Park. Unless more detailed design can prove the feasibility of a ground level crossing of Milton Road, this crossing is likely to need to take the form of a bridge. This will need to be carefully designed to accommodate cycle movements and be integrated seamlessly into the wider built form and green network.
- c) An improved pedestrian and cycling crossing should be delivered at the intersection between Milton Road and the Cambridgeshire Guided Busway. Proposals should facilitate easy diagonal movements to ensure integration with the wider pedestrian and cycling improvements being delivered as part of the Milton Road Project<sup>7</sup>. An enhanced surface level crossing at this location will facilitate the removal of the existing subway and significant public realm improvements.

### **Why we are doing this**

Relevant Objective: 1, 2, 4, 5

North East Cambridge is already a well-connected site, with further links in the pipeline, as described in the section on Connections (page 19).

However, despite the links already in place, there are weaknesses around the site which at the moment prevent it from fully exploiting the opportunities that these links provide. The Area Action Plan area is tightly bounded by the A14 and railway line to the north and east, whilst the Cambridgeshire Guided Busway crosses the site east to west. All of these form a barrier to better connecting the site to communities outside the Area Action Plan area by walking, cycling and public transport.

Furthermore, inward-looking sites and fencing exacerbate these physical barriers creating added psychological barriers which further discourage through movement.

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<sup>7</sup> [www.greatercambridge.org.uk/transport/transport-projects/milton-road](http://www.greatercambridge.org.uk/transport/transport-projects/milton-road)

Internally the greatest severance is caused by Milton Road which dissects the area and is a hostile environment for anyone wanting to travel from east to west.

The Area Action Plan provides a unique opportunity to break down many of these barriers to connectivity, not only to enable people working in the area to move around by more sustainable modes, but also to enable residents in surrounding communities to access jobs and facilities within the site. In order to do this, physical and psychological barriers that are identified as causing severance, either to access the site, or within the site need to be addressed. This needs to be done through the provision of high quality, segregated facilities that put the needs of pedestrians, cyclists and equestrians first.

However, given the number of individual development sites within the Area Action Plan area, there is a danger that sites come forward individually without due regard to helping enable the site as a whole function as cohesive development. Therefore, it will be imperative that individual developments play their part in facilitating the connections into and across the site for the benefit of all (in accordance with

Policy 23: Comprehensive and Coordinated Development).

Cambridgeshire County Council's 'Rights of Way Improvement Plan' (ROWIP) contains a number of statements of action to which the Area Action Plan can contribute. These include making the countryside more accessible, supporting development, and encouraging healthy activities through a safer rights of way network. NEC will include off-road routes such as shared use pedestrian and cycle tracks through areas of green infrastructure, and will connect to the wider Public Rights of Way network. Cambridgeshire County Council Highways broadly supports the proposed connectivity measures introduced by the Area Action Plan as they are aligned with the ROWIP and by doing so this supports the Local Transport Plan.

#### **A14**

The Jane Coston Bridge currently provides the only segregated means of crossing the A14 for pedestrians and cyclists. Phase 1 of the Waterbeach Greenway will connect Waterbeach with North East Cambridge via this existing link. Phase 2 of the project seeks to make this route even more direct through the creation of an underpass that takes the Greenway directly into the northern part of the site.

A new strategic cycle route joining Landbeach and Waterbeach to the northwest corner of the site via the Mere Way through an existing underpass under the A14 has been secured as part of the major new development north of Waterbeach. Similarly, as the masterplanning of the whole area progresses in detail, this connection needs to be designed into the wider connectivity for the whole site and for onward journeys via Milton Road or the Chisholm Trail into the City.

#### **Crossing the Cambridgeshire Guided Busway**

The Cambridgeshire Guided Busway has been identified as a physical and psychological barrier to permeability into North East Cambridge from communities to the south. Fencing along the perimeter of Cambridge Science Park and Cambridge Business Park further exacerbates this as people working on these sites have limited permeability through to the Guided Busway stops. Improving connectivity between the existing residential areas to the south east of the Area Action Plan area will significantly improve the existing community's access to new services and facilities within North East Cambridge.

However, the legal status of the Cambridgeshire Guided Busway is different to that of a traditional highway as it is the subject of a Transport and Works Act Order and has Statutory Undertaker status. The restraints of this Order mean that any changes to the Busway corridor will need to be considered at a higher health and safety level than a highway as incidents in the area would be investigated under the jurisdiction of the Health and Safety Executive.

### **Crossing the railway**

The area to the east of the railway, known as Chesterton Fen, will provide much needed green space for what will be a high-density development (see Policy 8). However, at present, the only way to access this is across the Fen Road level crossing which lies outside the North East Cambridge area. In order to provide a more direct access for pedestrians and cyclists into Chesterton Fen and onwards to the towpath along the river a new bridge for pedestrians and cyclists needs to be delivered in accordance with the Area Action Plan Spatial Framework.

### **Fen Road**

Fen Road links the Chesterton area of Cambridge to the Fen Road traveller site, where there are some 200 pitches, as well as a number of dwellings and around 10 hectares of light industrial uses. The road provides the only vehicular access to the community which is severed from the rest of the area by the railway line and barrier-controlled level crossing. On weekdays there are at least six train movements an hour in each direction at the present time, resulting in the barrier being down for around 30 minutes out of each hour.

In the medium to longer term, the number of train movements along this route is planned to increase due to demand for travel in particular between Ely, Waterbeach, Cambridge North and Cambridge, and towns and villages on the lines onward from Ely to Kings Lynn, Peterborough and Norwich. The additional capacity is seen as critical to accommodating the growth of the local economy more generally, and also in assisting in resolving current capacity problems on the road network to the north of Cambridge and to help meet objectives to reduce carbon emissions. However, additional trains would clearly further increase the length of downtime at the crossing and without a solution will increasingly become untenable for the Fen Road community.

Any move to close the crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on where any alternative should go to deliver the best outcomes, should this situation arise; more certainty will be given as the plan process advances.

#### Evidence supporting this policy

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Ely-Cambridge Transport Study (2018)
- Internalisation Topic Paper (2020)
- Manual for Streets (Department for Transport, 2007): <https://www.gov.uk/government/publications/manual-for-streets>
- Waltham Forrest Mini Holland Design Guide: <https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>

#### Monitoring indicators

Number of new/improved crossings provided

#### Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Cambridgeshire County Council Rights of Way Improvement Plan (2016):

[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire\\_ROWIP\\_update\\_April\\_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update_April_2016%20(1).pdf)

Greater Cambridge Sustainable Design and Construction SPD (2020):

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019):

<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.7 Cycle Parking

Providing sufficient and convenient cycle parking at people's homes, centres of employment, shops and other key community locations and transport hubs for residents, workers and visitors is critical to encouraging more people to cycle. The range and type of cycles are diversifying, and it is important to ensure parking provision can accommodate all types of cycles in a way that is accessible to all, covered, safe, and secure. This policy sets out the standards and quantities of cycle parking that new development must provide.

### What you told us previously

- You supported a requirement for high levels of cycle parking in new development.
- You suggested that a percentage of parking should be suitable for larger cycles and charging points should be provided for electric bikes.
- There was a comment that high-volume two-tier stacking arrangements may not be suitable for all cycles or users.
- You supported the exploration of innovative solutions through the detailed design process, integrated into the public realm in a way that prevents cluttered sprawl and facilitates and encourages cycling as the obvious choice.

### How your comments have been taken into account

- In line with your comments, the proposed policy requires cycle parking in excess of the adopted Local Plan standards, but without specifying the minimum levels to be provided to allow for site-specific solutions. We feel this is a better option than new more stringent minimum cycle parking standards, as this could over-provide where a mix of uses are planned and may preclude shared provision of parking which is more efficient when the demand may be spread over different times during the day. Applicants will need to demonstrate that they have fully considered the appropriate levels to provide within the Design and Access Statement and Travel Plan that accompany their planning applications to demonstrate that they will meet the trip budget.
- A percentage of cycle parking is required to be provided for non-standard cycles.
- The policy also requires innovative solutions such as shared parking between different land uses, a proportion of the spaces provided to be able to accommodate different types of cycles, and that consideration is given to whether provision needs to be made for electric charging points and maintenance facilities.

## Policy 18: Cycle Parking

Cycle parking should be provided in excess of the minimum standards set out in Appendix L of the adopted Cambridge Local Plan (2018). At least 5-10% of cycle parking provision should be designed to accommodate non-standard cycles<sup>8</sup> and should consider appropriate provision for electric charging points.

Cycle parking infrastructure must be provided in a manner that is convenient to both new and adjacent residential and business communities, flexible, safe, secure, and integral to the public realm, in accordance with Policy HQ/1: Design Principles / Policy 59: Designing landscape and the public realm<sup>9</sup>. Long-stay parking should also be covered.

Innovative solutions to cycle parking infrastructure are encouraged, including shared spaces where the location and patterns of use permit, and incorporation of cycle maintenance facilities.

The developer must provide clear justification in the Design and Access Statement and/or Travel Plan for the level and type of cycle parking infrastructure proposed to demonstrate it will meet the trip budget outlined in Policy 22: Managing motorised vehicles .

### Why we are doing this

Relevant Objective: 1, 4

Cycle parking will be provided to levels in excess of adopted Cambridge Local Plan (2018) standards, reflecting the low car nature of the city district, the need to meet the trip budget for the development (Policy 22: Managing motorised vehicles ) and to facilitate active travel. This will assist in encouraging more people to cycle for journeys in the knowledge that they will be assured of a safe and secure place to park their cycle at each end of their journey.

The design of cycle parking must be considered at the outset to ensure it is appropriately integrated into the development and public realm and located so that it is more convenient than access to car parking and to minimise conflict between cycles, pedestrians and vehicles.

Where possible level access should be provided and sufficient space within which to easily manoeuvre cycles of all types. Short-stay and visitor parking should be provided within 15 metres of the main site entrance, where possible. Consideration

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<sup>8</sup> Non-standard cycles are non-conventional upright cycles, which have different cycle parking requirements due to their different shape, size or bulk. Types of cycle may include tandem, cargo cycle, box bikes, hand cycle, adapted cycles, electric cycle, electrically assisted pedal cycle, adult trike, recumbent cycles, cycles with various additions such as baskets, paniers and child seats.

<sup>9</sup> Policy HQ/1 in the adopted South Cambridgeshire Local Plan (2018) and Policy 59 in the adopted Cambridge Local Plan (2018).

should be given to integrating public cycle maintenance facilities, including a pump and tools. All parking must be secure (for example with root fixed stands), flexible, safe to use, and long-stay parking should be covered.

The range and type of cycles are diversifying to accommodate a wider range of users and abilities. Electric cycles are helping to make cycling accessible to people who previously did not cycle and for journeys over longer distances. Most charging is done at home or in the workplace since the battery is removable, but consideration should be given to appropriate provision for electric charging points. Cycle parking must include capacity for all types of cycles with at least 5-10% of parking for non-standard cycles such as cargo cycles and cycles with trailers; the former can be secured through the provision of low bar / anchor loop which are unsuitable for standard cycles.

For residential purposes cycle parking should be within lockers or cycle stands within a lockable, covered enclosure. Space should be flexible enough to accommodate non-standard cycles, such as cargo cycles and/or securely store cycle trailers. Visitor parking should be provided for at the front of properties.

It is recommended that supporting facilities are provided at land uses where long-stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, drying rooms, showers and changing rooms, as well as charging facilities for electric cycle batteries.

Space should also be provided to accommodate dockless cycle hire schemes and electric cycle schemes. Whilst these cycles do not need to be secured to cycle stands, to reduce street clutter, allocated space (for approximately 1 to 3 cycles) should be provided in convenient locations, such as adjacent to visitor parking and at travel hubs (see Policy 19).

Innovative solutions are encouraged, and some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards within mixed-use areas is likely to result in a duplication of provision.

Guidance on the design principles and dimensions for new cycle parking provision is contained within Cambridge City Council's Cycle Parking Guide for New Residential Developments.

### **Evidence supporting this policy**

- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>
- Skills, Training, and Employment Topic Paper (2020)



## Monitoring Indicators

Number of cycle parking spaces provided for standard cycles and non-standard cycles

Number of cycle maintenance facilities provided

## Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy TI/3: Parking Provision
- Policy HQ/1: Design Principles

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 59: Designing landscape and the public realm
- Policy 82: Parking management
- Appendix L: Car and cycle parking requirements

Cambridge City Council's Cycle Parking Guide for New Residential Developments: <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.8 Safeguarding for Cambridge Autonomous Metro and Public Transport

*Figure 37: Map showing location of land to be safeguarded for the CAM interchange*

The Cambridgeshire and Peterborough Combined Authority is promoting the development of a high quality, regional mass transit network called the Cambridgeshire Autonomous Metro (CAM). The concept consists of a tunnelled central core which will connect Cambridge station and the city centre to four portal locations. The current consultation proposal is for the northern portal to be located in the North East Cambridge area close to Cambridge North Station along the alignment of the Guided Busway. This policy ensures that land is safeguarded for this, as well as other public transport hubs.

### What you told us previously

- There was broad support for protecting corridors for sustainable movement options.

### How your comments and options have been taken into account

- Both the central core section being taken forward by the Cambridgeshire and Peterborough Combined Authority and the Waterbeach to North East Cambridge surface section being taken forward by the Greater Cambridge Partnership are in the early phases of business case development. In order to allow both projects to proceed through the appropriate stages of options assessment and route development, policies in this plan will remain suitably broad at this early stage such that as much flexibility is maintained as possibility without stalling development of the wider site in the meantime.

## Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport

### **Portal for the central core of Cambridge Autonomous Metro**

The north portal for the central core section is likely to be located within the North East Cambridge Area Action Plan boundary. An area of land in close proximity of Cambridge North station (shown on Figure 37) shall be safeguarded for the operation of the Cambridge Autonomous Metro, including land for the portal/tunnel entrance as well as for construction and maintenance.

### **Cambridge North Transport Interchange**

Sufficient land will be safeguarded in the vicinity of Cambridge North Station to facilitate a quality transport interchange and mobility hub. The interchange shall accommodate the convergence of the three mass transit routes from the central core, the St Ives route and the proposed Waterbeach route and link seamlessly to

the railway network. It will also incorporate space for first / last mile link modes to be used. The interchange will be designed in such a way that it caters for known technologies, however it should include enough flexibility that it can be adapted in the future for emerging technologies, such as autonomous vehicles.

### Mobility hubs

Mobility hubs will be provided on key walking and cycling routes, main arrival points into North East Cambridge as well as within the identified centres, across the site to enable seamless interchange between public transport and other mobility options for first/last mile links within the site. Sufficient space should be allocated to each hub to enable a mix of traditional and innovative options for the first/last mile link to be provided or to evolve as new technologies come forward.

Hubs should include space for cycle parking, including an area for dockless cycle hire cycles, good wayfinding and signposting and real time information as a minimum but could also include space for emerging micro-mobility modes, ride-hailing services, last mile deliveries and lockers or charging points, for example.

### Why we are doing this

Relevant Objective: 1, 3, 5



Figure 38: Indicative CAM network map. Source: <https://cam.consultationonline.co.uk/the-proposals/>

North East Cambridge should be designed around a network of links and connections for sustainable active modes which will provide access to a series of

fully accessible mobility hubs where it is possible to interchange between high quality public transport and other modes for seamless journeys (see Policy 16).

The Cambridgeshire and Peterborough Combined Authority is promoting the development of a high quality, fast regional mass transit network called the Cambridgeshire Autonomous Metro (CAM). The concept consists of a tunnelled central core which will connect Cambridge station and the city centre to four portal locations in the north (the current consultation proposal is for this to be located in the North East Cambridge area close to Cambridge North Station along the alignment of the Guided Busway), east, south and west of the city. These four portals will then connect seamlessly into existing segregated routes to St Ives and Trumpington Park & Ride, as well as four new segregated surface routes being promoted by the Greater Cambridge Partnership to Waterbeach, Newmarket Road, Granta Park and Cambourne, connecting to new growth sites along the way. Finally, four regional extensions are also in the early development stage, connecting onwards to Alconbury Weald, Mildenhall, Haverhill and St Neots.

The scheme is of relevance to North East Cambridge for two reasons; where the portal for the tunnelled section might be located within the plan area and how the segregated surface section from the new town north of Waterbeach feeds through the development site to the portal entrance.

It will also become an important transport interchange in the north of the city, benefiting not only North East Cambridge itself, but better connecting the communities that neighbour the area. In order that development coming forward on the site doesn't prejudice the ability of the CAM scheme to come forward, a broad approach has been taken to the guiding principles. As the CAM and Waterbeach to North East Cambridge projects are developed, more certainty will be given as the plan process advances.

The public realm should be designed to enable seamless interface between different travel options at mobility hubs. Mobility hubs should include appropriate waiting facilities; shelter, seating and real time information, with good wayfinding and onwards journey information, cycle parking and access to dockless cycle hire schemes (in accordance with Policy 18).

### **Evidence supporting this policy**

- Ely to Cambridge Transport Study (2018)
- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Cambridgeshire Autonomous Metro SOBC
- Smart Infrastructure Topic Papers: Environmental Monitoring (2020)

## Monitoring indicators

Modal share for public transport users

Number of mobility hubs provided

## Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy HQ/1: Design Principles
- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

Cambridgeshire Autonomous Metro Strategic Outline Business Case (2019): <https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CAM-SOBC-v2.1.pdf>

## 6.9 Last mile deliveries

Changing patterns of retailing with greater use of e-commerce means that consumers (businesses and residents) increasingly expect products to be delivered to their door. Cambridge has been a pioneer in cycle deliveries with a consolidation centre at the edge of the city that disaggregates parcels on to smaller cycle-logistic bikes. North East Cambridge provides an opportunity to develop at least one consolidation hub that would enable smaller electric vehicles and cycles to serve the development. This policy sets out where we expect delivery hubs to be located and what they should provide.

### What you told us previously

- You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts. You suggested this could also serve Cambridge as whole.
- You asked us to consider cycling logistic firms using cargo cycles to make last-mile deliveries.
- You asked us to provide flexibility to future proof for technological advances and growth of online shopping.
- Other suggestions included a rail freight terminal accessed on Cowley Road extension and a trans-shipment hub close to the A14.

### How your comments and options have been taken into account

- In line with your comments, the proposed policy anticipates at least one consolidation hub to which deliveries will be delivered and sorted ready for onwards delivery.
- Last mile deliveries will be encouraged by cycle logistics firms using cargo cycle and/or electric vehicles for bulkier items.
- This will enable consolidation into fewer delivery trips serving destinations in close proximity, reduce the overall number of vehicles within the city district and reduce environmental impacts, improve place making and public safety.
- Reflecting the comments received, this policy is flexible and futureproofed for changing technological solutions.

## Policy 20: Last mile deliveries

Within North East Cambridge planning permission will be granted for delivery hubs up to 1,500m<sup>2</sup> to enable the consolidation of deliveries to service the needs of local businesses, retailers, community uses and residents.

A hub has been identified within Cambridge Science Park Local Centre, as set out in Policy 10c. An additional hub could be located close to Milton Road where it can be accessed directly from the Primary Street to reduce vehicle movements within the Area Action Plan area.

Onwards 'last-mile' delivery will be provided by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles and for bulkier items using electric vehicles.

Innovative and flexible solutions are encouraged, including utilising measures such as digital and online infrastructure to better manage supply and demand, dynamic management of the kerb for deliveries of goods, and future proofing for technological improvements which may include use of drones and autonomous delivery vehicles.

### Why we are doing this

Relevant Objectives: 1, 2, 4

Changing patterns of retailing with greater use of e-commerce means that consumers (businesses and residents) increasingly expect products to be delivered to their door. To meet the demand for fast delivery the movement of freight is typically performed by a large number of delivery companies who inefficiently duplicate each other's journeys with partially filled trucks and vans. This results in unnecessarily high levels of congestion, safety issues, pollution and environmental impacts, and rising distribution costs.

With the existing capacity constraints on the highway network in and around North East Cambridge and the limited opportunities to increase this in future, the additional pressure from services and deliveries needs to be addressed. Unconstrained deliveries direct to business premises and properties is, with the growth in e-commerce, likely to generate many trips and exceed the trip budget (Policy 22: Managing motorised vehicles and available highway capacity causing unacceptable levels of congestion and air pollution. In addition, there would be limited control over the types of vehicles, such as diesel trucks and vans, used to make the deliveries and the resultant environmental impacts. Numerous vehicles pulling up at the kerb to make deliveries could also impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area. However, it may be possible, in this scenario, to introduce some controls to constrain deliveries to certain times of the day by managing the kerb.



In addition to reducing the number of delivery trips use of a consolidation hub provides environmental benefits in excess of those achieved by converting the existing vehicle fleet to zero emissions. The ability to replace multiple deliveries into a single delivery can improve the customer experience, save money and time. Coupled with vehicular access restrictions (see Policy 21: Street hierarchy ), reducing the number of vehicles and switching trips to more sustainable modes will improve the safety of vulnerable road users such as pedestrians and cyclists, help re-enforce the people first approach (Policy 16: Sustainable Connectivity) and improve the quality of life for the new community.

Planning permission will be granted for a delivery/consolidation hub (of up to 1,500 m<sup>2</sup>), located within Cambridge Science Park Local Centre (see Policy 33). An additional delivery/consolidation hub in close proximity to Milton Road, accessed off the primary street, to minimise vehicular trips within the wider city district would also be supported. Consideration should be given to co-locating the hub with other active uses, such as shops and other services and facilities to enable residents to make multi-purpose trips if they collect their purchases from the hub in person.

The onwards 'last-mile' delivery should be undertaken by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles (including electric cycles). For bulkier items it may be necessary to use vehicles; these should be sustainable, such as electric vehicles.

Innovative solutions and technology should also be considered to further reduce the number of delivery trips and manage onwards 'last-mile' deliveries; Cambridge has seen the first drone delivery by Amazon and companies are beginning to look at autonomous delivery of small items (with trials being undertaken in Milton Keynes). Technology can also assist with managing supply and demand. For example, allowing the consumer to select a delivery window to suit their availability and reduce the number of abortive trips. Technology can also be used to manage the kerb for deliveries by vehicles, by controlling times of day that deliveries can be undertaken and/or the dwell time. Additionally, it may be possible to allow packaging to be returned for recycling, providing an accessible centralised place for refuse vehicles to collect from.

### **Evidence supporting this policy**

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Community Safety Topic Paper (2020)



## Monitoring indicators

- Number of delivery hubs provided
- Mode share of delivery trips

## Policy links to adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Greater Cambridge Sustainable Design and Construction SPD (2020):

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019):

<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.10 Street hierarchy



Figure 39: Street hierarchy for North East Cambridge

While North East Cambridge will be designed around active travel as the first choice, we must also ensure that there is a functional road network for vehicular access, for emergency vehicles, servicing local businesses, and for people with mobility issues as well as community transport and taxis. This policy describes the primary and secondary street network and how these streets should be designed to low vehicle speeds, and with excellent provision for walking and cycling to ensure these remain the travel mode of choice. It also sets out how space efficient car parking should be provided in 'car barns' so that residents and workers who need to occasionally use cars, can access private or shared cars.

### What you told us previously

- You supported facilitating non-car travel modes, including provision of an extensive network of routes for active travel, high quality public transport, but without cutting off access for those who need cars.
- One comment suggested that main roads should be kept to the periphery of the development.
- You commented that industries requiring lots of large lorries are considered incompatible with safe cycling and walking.
- You commented that provision for non-car modes is necessary to implement a trip budget approach and reduce car dependence; this would also support low

levels of car parking and provision of a car pool hire scheme could help to reduce car ownership. You felt that a robust and well-funded area-wide Travel Plan is needed.

- You said we should consider the reality of car use, and provision should be made for car journeys within the area to improve access to the area east of the railway.
- You suggested centralised refuse collection and a consolidation hub for deliveries to help reduce demand on the highway.

### **How your comments have been taken into account**

- It is not a feasible option to ban vehicular traffic from North East Cambridge completely. Access is needed for emergency vehicles and to meet servicing requirements of local businesses, retail and community uses, and by some people with mobility issues. Vehicles such as public transport, community transport and taxis provide an important part of the wider mobility model. However, a site-wide network of through routes for vehicles would undermine efforts to reduce car use and encourage active travel. The proposed policy therefore manages vehicular traffic onto the most appropriate streets to enable the new city district to function appropriately, in line with your comments that vehicle use should not be banned but should be reduced as far as possible.
- New vehicular links to areas outside North East Cambridge, such as across the railway to connect with Fen Road, could encourage a greater level of traffic through North East Cambridge and undermine the aspirations to reduce car use. Any move to close the level crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on where any alternative should go to deliver the best outcomes, should this situation arise.
- In response to your comments, delivery consolidation is dealt with in

- Policy 20: Last mile deliveries

### **Policy 21: Street hierarchy**

North East Cambridge should be designed to manage vehicle movements in accordance with the street hierarchy outlined in Figure 39:

- Primary streets will provide the main vehicular accesses into and within North East Cambridge, serving Cambridge Science Park and Cambridge Regional College to the west of Milton Road, and Cambridge Business Park, St John’s Innovation Park, Cambridge North railway station, Cambridge North East Aggregates Railheads and Cowley Road Industrial Estate to the east. They should be designed to:
  - Include high quality segregated paths and cycle paths for all non-vehicular users, including micro mobility.
  - Give priority to active sustainable modes across traffic using the primary street and across side roads.
- Secondary streets will provide access to the wider area for essential emergency vehicles, as well as servicing commercial, community and residential properties, off-plot car parking in car barns (including car pool hire schemes), and to provide access for people with mobility issues:
  - Provide full permeability and priority for active sustainable modes.
  - No through routes for non-essential traffic, with filtered permeability to enable access for essential vehicles.
  - Public realm designed for low traffic volumes and speeds.
  - Any loading bays, drop-off/pick-up points and vehicle parking for people with mobility issues, should be integrated into the public realm. Innovative solutions should be considered to ‘manage the kerb’.

Consideration should be given to the incorporation of car-free zones, particularly close to centres of activity and mobility hubs.

## Why we are doing this

Relevant Objectives: 1, 4, 5

*It is not intended to prevent vehicular traffic within North East Cambridge but to minimise and manage vehicle movements through a clear street hierarchy and filtered permeability<sup>10</sup> to maintain appropriate access to all areas to enable to place to function but in a manner that will not undermine place making and the overarching objective of prioritising movement by active travel modes. All streets will be designed around people, with low traffic speeds and accord with the design principles outlined in Figure 17: illustration showing proposed design approach to primary streets*

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<sup>10</sup> Filtered permeability “filters out” through car traffic on selected streets to create a more attractive environment for walking and cycling, while maintaining accessibility for emergency and service vehicles.

*Figure 18: Illustration showing proposed design approach to secondary streets in higher density areas*

*Figure 19: Illustration showing proposed design approach to secondary streets in medium density areas*

Policy 7: Legible streets and spaces

*Figure 40: Illustration of design of primary streets*

The main vehicular accesses to North East Cambridge will be via primary streets which will serve Cambridge Science Park, Cambridge Regional College, Cambridge North railway station and businesses. They have been routed to keep traffic away from centres where there will be clusters of public uses and activity, such as the district and neighbourhood centres, schools and other spaces where the public realm puts people first, to minimise conflict.

Whilst primary streets are the main traffic routes priority will be maintained for active travel routes at all intersections to provide seamless connections and maintain continuity for cyclists and pedestrians adopting Mini-Holland principles. Crossing points should be level, safe (with good sight lines and lighting for night times), and ensure traffic is required to give way.

High quality segregated routes and spaces for pedestrians and cyclists will be provided to maintain separation and minimise conflict between different users travelling at different speeds, as well as from vehicular traffic. Priority will be maintained for pedestrians and cyclists where routes along the primary streets cross side roads and accesses into premises, maintaining a level path without the need to negotiate steps or kerbs.

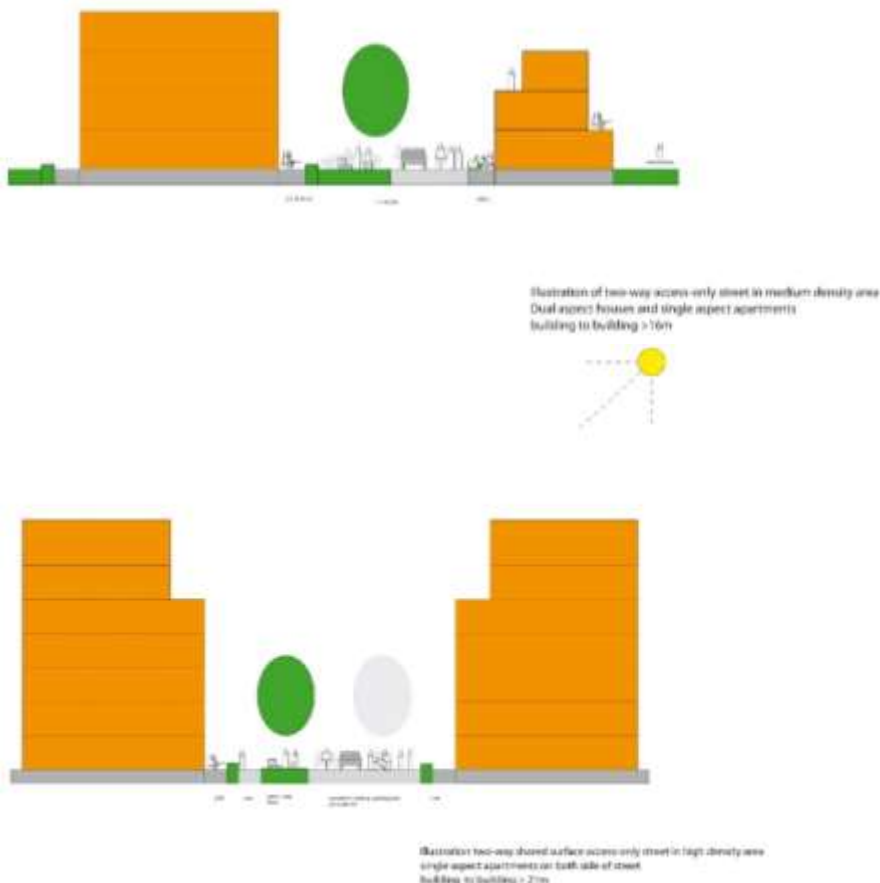


Figure 41: Illustration of design of secondary streets in higher density areas

Figure 42: Illustration of design approach to secondary streets in medium density areas

## Secondary streets

Secondary streets will be accessed from the primary streets and provide access to the wider area for essential emergency vehicles, as well as servicing commercial, community and residential properties, off-plot car parking, and to provide access for people with mobility issues. These streets will be designed as no-through routes (except for essential traffic such as emergency vehicles) to reduce circulating traffic and create car free zones within the development. With low traffic volumes their design should be more inclusive for all users within a shared space with less need for physical segregation, although there should be clear delineation for different users (for example through use of different surfacing materials and low kerb heights) to minimise conflict, particularly for vulnerable users such as those with visual impairments.

Consideration should be given to any vehicle parking, space for drop-off / pick-up and delivery vehicles (allowing flexibility for future technological advances such as autonomous vehicles), including for people with mobility issues, to integrate them

into the public realm in a way that the space can be repurposed when the space is not in use.

### **Evidence supporting this policy**

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Ely-Cambridge Transport Study 2018
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Skills, Training + Local Employment Topic Paper (2020)
- Waltham Forrest Mini Holland Design Guide:  
<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>

### **Monitoring indicators**

Number of vehicles using primary and secondary streets

Number of cars parking in undesignated places

### **Policy links to the adopted Local Plans**

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Greater Cambridge Sustainable Design and Construction SPD (2020):

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019):

<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>



## 6.11 Vehicle trip budget and parking

*Figure 43: Infographic showing key measures in the policy*

In order to meet our ambitions for a walkable and cyclable, sustainable neighbourhood which does not increase pressure on the road network around the site, the overall number of vehicle movements in North East Cambridge will have to be carefully managed and significantly reduced from current levels. To achieve this, developers will be subject to strict trip budgets which will limit the number of vehicle trips allowed to and from each site and reduced levels of car parking. This policy sets out the trip budget principles and quotas, and the ratio of parking spaces that we will permit development to include.

### What you told us previously

- There is concern that if developed with traditional mode shares, the development would cause unacceptable problems on the surrounding highway network.
- However, the majority of respondents understand the opportunity that this site affords to provide a much more sustainable development and there is general support for low car usage as long as this is supported by improvements to public transport and provision for non-motorised users.
- The principle of a vehicular trip budget is broadly supported, but that it must be site wide and existing developments must play their part in making the development significantly less reliant on private cars.
- There was also broad support for the principle of a much-reduced approach to parking, but again the need for equity across the site was emphasised, as well as not simply displacing parking to other, undesirable locations such as surrounding streets or villages.

### How your comments and options have been taken into account

- The Transport Evidence Base undertook a modelling exercise to understand how bad the impact on the highway network would be if a range of different development scenarios were built out on the site. The work considered what the impact would be if current mode shares on the site were maintained. It showed that a business-as-usual approach would multiply existing local highway delay levels to an unacceptable level which it would not be possible to mitigate.
- Lack of spare highway network capacity in and around the area particularly at peak times, the limited opportunities to increase this in the future, the additional pressure to be placed on the road network by other developments such as the new town north of Waterbeach and the lack of wider policy

support to increase general highway capacity into the city centre are all factors influencing the approach proposed for general vehicular traffic in this plan. It has been concluded that for any further development to be delivered in the North East Cambridge area, it will be necessary for it to be delivered in a way that does not result in peak-period highway trip levels increasing above existing levels. Remaining within this 'trip budget' will require the existing relatively unconstrained car mode-share to be significantly reduced in the future, an approach which is in line with that adopted by the Greater Cambridge Partnership for Cambridge as a whole (i.e. reducing traffic to 10 to 15% below 2011 levels).

- The transport evidence also considered what car parking standards would be appropriate in order to support the trip budget. The work found that car parking across the area as a whole would need to be constrained to approximately the number of spaces currently utilised by Cambridge Science Park. This would require a significantly more restrictive car parking policy than the existing adopted Local Plans for new developments, coupled with a progressive reduction in parking availability across existing developments, as more alternatives to the private car come forward. This will require careful phasing of development and sustainable transport measures over the life of the North East Cambridge development.

## **Policy 22: Managing motorised vehicles**

Development proposals will be subject to strict vehicle trip budgets which will limit the number of external trips allowed to and from each site. Development will not be permitted if proposals exceed the vehicle trip budget.

The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is:

- AM Peak: 3,900 two-way trips
- PM Peak: 3,000 two-way trips

For access on to Kings Hedges Road, the maximum vehicle trip budget is:

- AM Peak: 780 two-way trips
- PM Peak: 754 two-way trips

The trip budgets will be proportioned amongst the North East Cambridge area in accordance with the total anticipated size of each area (current and future) and set out in the Transport Evidence Addendum.

In order to comply with the vehicle trip budget, the site as a whole will need to significantly reduce the car-driver mode share down from the 70% indicated in the Census but the final figure depends on the development mix.

With the exception of relatively minor highway works at Milton Road accesses, the scenario above does not require major highway mitigation. To achieve the above there will need to be significant investment in enhancing the sustainable travel options and radical restrictions on the available parking on the site.

### **Car Parking**

In order to support the principle of the vehicle trip budget, the area will require a significantly restrictive and carefully managed approach to car parking. It is essential that:

- a) each of the existing areas significantly reduce their existing parking allocation / occupancy, and
- b) new developments take a restrictive approach to car parking, in order to achieve the Area Action Plan growth objectives.

The Transport Evidence sets out that in order to comply with the vehicle trip budget a maximum total provision of **4,800** employment related parking spaces accessed from Milton Road across the area should be provided. The Addendum to the Transport Evidence sets out that a further maximum of **1,160** spaces (390 for the Regional College and 770 for Cambridge Science Park) can be accessed from Kings Hedges Road; this would require the prevention of a through route from Milton Road to Kings Hedges Road through the site.

For residential uses, a maximum site-wide parking standard of 0.5 spaces per household should be used as a starting point, with an expectation that lower levels should be achieved for all housing types and tenures.

A site-wide residential parking strategy should be developed to incorporate neighbourhoods of car-free housing, particularly close to centres of activity and mobility hubs. For ancillary uses, parking should be limited to operational and blue badge use only.

The total parking budget will be proportioned amongst the North East Cambridge area in accordance with the total anticipated size of each area (current and future) and set out in the Addendum to the Transport Evidence.

In order to create a place that positively encourages walking and cycling instead of car use for short trips, car parking will be accommodated off-plot within car barns rather than immediately outside properties. Car barns will be provided throughout the area (see Figure 39: Street hierarchy for North East Cambridge) and incorporate electric charging points as well as appropriate space for motorbikes, scooters and car pool hire scheme vehicles.

### **Control of inappropriate parking**

On-street parking should be limited through prohibitive design to ensure that the appeal of the public realm is maintained, and to ensure that priority is clearly given to active sustainable modes. It should also be limited through design or enforcement on routes designated for bus use. The use of smart technology should be investigated to encourage 'management of the kerb'.

On-site parking restrictions could lead to some displaced parking onto neighbouring roads. To mitigate potential parking displacement, parking demand and capacity in the areas within a 2km distance from North East Cambridge will be monitored as the development comes forward. This would include Orchard Park and Milton, as well as the Cambridge wards of East and West Chesterton King's Hedges and Abbey, but also potentially further afield should ongoing monitoring suggest wider displacement impacts. Should monitoring reveal that parking is indeed being displaced from the North East Cambridge area, additional mitigation agreed through travel plans will need to be implemented before further development can take place.

### Why we are doing this

Relevant Objective: 1, 3, 4, 5

Despite already being relatively well-connected to surrounding public transport and cycling networks, North East Cambridge is currently dominated by vehicular traffic and has a significantly higher car mode share than other large employment sites in the city. The majority of traffic enters the area from Milton Road, either via the three accesses into the eastern area of the site, or via the main entrance into Cambridge Science Park, and congestion issues at the Milton Road / A14 Interchange and on Milton Road result in delays for vehicles during the peak periods. However, vehicles associated with the site also put pressure on the Histon Road / A14 interchange and King's Hedges Road, as they access Cambridge Regional College and the western end of Cambridge Science Park from a second access off King's Hedges Road.

There is currently prolific and unconstrained car parking across the whole site but especially at Cambridge Science Park and other employment parks. This exacerbates the situation because the oversupply of parking disincentivises the use of public transport, even where it is available. The 2011 census indicated that 70% of existing employees drive to the North East Cambridge area to work.

Furthermore, air quality is of concern in the area, given its proximity to the A14 and the volume of traffic on Milton Road. Whilst on-going air quality modelling indicates that traffic related air pollution is not a significant constraint to development, based on the current National Air Quality Objectives (NAQOs), it is recommended that sensitive development such as residential dwellings, schools, hospitals and external play areas / amenity space are not introduced to areas that are shown to (or are forecast to) exceed the NAQOs.

The location and connectivity of North East Cambridge provides a unique opportunity to bring forward a highly sustainable type of development for the area which is firmly designed around the needs of people rather than cars (see Policy 16), marking a step change in the way people move around. Whilst planned and potential transport improvements in the area will mean that North East Cambridge will become increasingly accessible and connected by non-car modes, highway capacity improvements will be relatively minor, particularly to the south of the A14 on Milton Road. The introduction of new junctions on the A14 are likely to be impractical given the close proximity of the existing junctions and encouraging further traffic through the existing junctions would risk traffic backing up on the A14 itself, causing a safety issue. There is little room to make any improvements at the access to Cambridge Science Park or the junction with Kings Hedges Road/Green End Road. Even if such a policy direction were desirable, technically, it would also be highly challenging and would require significant land take that would then not be able to be used for development. Such an approach would only serve to further undermine the alternative transport offer and would not respond to the climate and biodiversity emergencies declared by the Councils.

The transport evidence is clear that for the aspirations for growth at North East Cambridge to be realised, then a radically different approach to the management of motorised vehicles will need to be adopted for the site. Any further development in the area will have to be delivered without an increase in development-related vehicular trips. Furthermore, given the existing target of the Greater Cambridge Partnership to reduce traffic entering the city by 10 to 15% based on the 2011 traffic figures (which equates to a 24% reduction on 2018 figures), coupled with the declaration of the climate change emergency by the Councils, then a step change is required to support these principles.

The policy approach for managing motorised vehicles therefore is one of 'decide and provide' rather than 'predict and provide', moving towards the transport characteristics of the site that are desired rather than traditionally forecast and putting measures in place to achieve this. The move towards a significantly reduced mode share for cars and away from unconstrained, prolific parking is the first step in achieving that vision.

In order to realise this approach, developers will need to not only consider how new residents and employees access the site but will also need to commit to changing the travel habits of existing employees if the trip budget approach is to succeed.

A package of schemes and policies - set out in more detail elsewhere in this plan - will be required, each contributing in different ways to the shift away from the reliance of travelling to the site by car.

Encouraging internalisation of trips within the site is both a higher level policy approach related to the level and mix of development considered in more detail in Policy 16: Sustainable Connectivity, as well as more detailed masterplanning considerations. These must balance the needs of those with disabilities who rely on

the car, taxi or bus with the need to encourage people who can to use alternatives to the car for short journeys within the site itself (Policy 21: Street hierarchy ).

The approach to car parking set out above, coupled with measures set out in Policies 16, 17 and 19 to increase accessibility to the site by non-car modes and more intensive travel planning measures has the potential to result in a significant reduction in car driver modes share.

As further public transport schemes are delivered across the Greater Cambridge area, a greater proportion of people commuting to North East Cambridge will be brought into catchment areas for these modes. Furthermore, over time there is likely to be a gradual shifting of the distribution of employee home locations towards corridors where there are non-car options for travelling into the area. The phasing of the car parking strategy will need to be closely aligned with the delivery of new opportunities to access the area by alternative means, to ensure that these benefits are in place before more restrictive measures are imposed.

Even as the proportion of North East Cambridge employees living within public transport catchments increases over time, there will remain a proportion of commuter journeys which begin without a viable alternative to the car. As car parking is reduced within the North East Cambridge area, allowing these to be completed by some form of Park & Ride or Park & Cycle for the last part of the journey into Cambridge will become increasingly important and not just from the Milton Park & Ride but from other areas of the city.

Mobility needs have already changed significantly over the last 25 years, with commuting journeys in England falling by 16% between 1995 and 2014, despite population growing by 11% and employment growing by 18%<sup>11</sup>. Continuing changes in flexible working practices, the spread of commuter journeys away from peak hours and the ongoing decline in car ownership levels among younger generations are all some of the future travel trends that are likely to contribute further to the reduction in car-driver mode share.

To achieve an equitable split of both the vehicular trip budget and car parking spaces across the whole area, the overall trip and parking budget will be divided up and set out in the Addendum to the Transport Evidence. Some sites will need to significantly reduce their vehicular trip generation and parking over time to achieve the desired level and to comply with the overall trip budget. Given the complexity of land ownership on the site, it is strongly encouraged that individual developers work together to agree a site-wide Transport Assessment and Travel Plan that can be agreed with the local highway authority at an early stage. As individual planning applications come forward, site-specific Transport Assessments can then demonstrate how they fit into this overall plan and set out how they intend to meet their targets, setting out specific travel planning measures for supporting this

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<sup>11</sup> 'Future of Mobility: Urban Strategy', DfT, 2019

approach as well as a monitoring framework and further mitigation actions should they be needed.

Overall, although the mode share targets required for the development scenarios to operate within the trip budget are considered challenging, over a sufficient timeframe and with the right supporting interventions set out in policies elsewhere in the plan, the mode shift required is considered both necessary to deliver the Area Action Plan and achievable.

### **Evidence supporting this policy**

- Ely to Cambridge Transport Study 2018
- North East Cambridge Area Action Plan Transport Evidence Base 2019
- 2020 and Addendum (2020)
- Skills, Training and Employment Topic Paper (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Internalisation Topic Paper (2020)

### **Monitoring indicators**

Number of vehicular trips to / from North East Cambridge

Number of car parking spaces provided within North East Cambridge

Number of vehicles parking in adjoining streets within 2km radius

### **Policy links to the adopted Local Plans**

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel
- Policy TI/3: Parking Provision

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 81: Mitigating the transport impact of development
- Policy 59: Designing landscape and the public realm
- Policy 82: Parking management
- Appendix L: Car and cycle parking requirements

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies  
Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltpl>

Cambridgeshire Local Transport Plan 2011-2031 (2015):  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Making Space for People Supplementary Planning Document (Draft 2019):  
<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

Waltham Forrest Mini Holland Design Guide:  
<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>



## 8. Development process

Developing North East Cambridge will take around 20 years, so we need to ensure that we have a clear and achievable plan for how this will take place over time. We want to ensure that the development process itself helps to reduce inequality, builds a strong and sustainable community, and is phased so that disruption is minimised.

This section sets out how the Councils will work with developers and partners to achieve of the vision and strategic objectives of the APP, and how we intend to monitor progress along the way.

This section contains the following policies:

Policy 23: Comprehensive and Coordinated Development

Policy 24a: Land Assembly

Policy 24b: Relocation

Policy 25: Environmental Protection

Policy 26: Aggregates and waste sites

Policy 27: Planning Contributions

Policy 28 – Meanwhile uses

Policy 29 - Employment and Training

Policy 30: Digital infrastructure and open innovation

## 7.1 Comprehensive and coordinated development

There are many challenges to realising the vision, objectives and spatial framework for North East Cambridge, from managing existing noise, air quality and highway capacity constraints to overcoming social and physical barriers. Significant structural changes are required to the layout of existing land uses, with a number of large-scale operations needing to be relocated, reconfigured, or bridged over or under. It will also require early delivery of infrastructure to unlock the development potential of the area and to begin the transition to a high quality new mixed-use district.

With multiple landowners, development will be taking place in multiple phases on different sites concurrently across North East Cambridge over the next 20 years. There are clear benefits of joint working and cross stakeholder engagement that ensure key planning issues are considered and, where possible, resolved jointly by all relevant parties prior to the submission of planning applications, including the timing of required strategic infrastructure.

At the same time, we need to ensure existing businesses can continue to successfully operate, the establishment of new communities is supported and managed, the benefits of the development for the surrounding communities are realised, and economic cycles, changes in technology and climate change are accommodated.

A comprehensive and coordinated approach to the development of land and the delivery of area-wide interventions, infrastructure provision, and management regimes between sites and over the area as whole, is the only means by which to enable new development to come forward and to optimise the development opportunity of North East Cambridge, in terms of densities, delivery rates, levels of affordable housing, social change, and better place-making.

### What you told us previously

- There was broad support to require the master planning of sites within the Area Action Plan. Several respondents commented how this would facilitate the consideration of more innovative solutions for delivering local decentralised energy generation and supply, achieving low carbon development, and providing for integrated water management. It was also considered that this approach would assist in implementing smart-tech and managing area-wide issues such as the potential requirement for high-volume cycle storage and the setting of design standards.
- Some of the landowners raised potential difficulties with providing decentralised energy in practice, highlighting both technical and feasibility reasons. They requested that any such policy requirement be flexibly applied.
- We had also asked whether the Area Action Plan should prioritise land that could feasible be developed early and whether there were any risks

associated with this approach. Responses were mixed. Some suggested early delivery was critical to providing confidence in the deliverability of the Area Action Plan and supporting the early delivery of infrastructure. While others felt this could result in isolated developments within inadequate amenities across the area to serve the occupants. One respondent suggested that no sites should be prioritised until such time as the Waste Water Treatment Plant had been relocated.

### **How your comments and options have been taken into account**

- The preferred policy encapsulates the positive comments received. A comprehensive and coordinated approach to the development of land at North east Cambridge will enable the consideration of more innovative approaches to the management of energy and water needs at the Area Action Plan and site master plan level. Equally, such consideration extends to the feasibility and viability of implementing alternative options or management regimes, overcoming the concerns of some landowners.
- This option is also preferable to the reasonable alternative – enable development plots to come forward without the benefit of a site-wide masterplan. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses, and strategic infrastructure all have potentially limiting consequences for scale, layout and viability. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, the proper planning of development (in terms of layout, design, use etc) and the ability of development to support the creation of coherent neighbourhoods and the provision of social and physical infrastructure.
- With respect to prioritising land for early delivery, it is important to have regard to the purpose of the Area Action Plan (AAP), which is to ensure that the scale of change planned for North East Cambridge is guided by policies that meet the aspirations that the local community, landowners and the councils have for the area as a whole, as well as the places within it. The Area Action Plan is therefore not just about providing for new development and physical growth, but also the regeneration and realisation of the social benefits and improvements that new development can help deliver to the overall quality of place. The councils preferred option is not to prioritise land for early delivery but rather to prioritise the delivery of key developments within the Plan's timeframe that are critical to the success of delivering the vision for North East Cambridge.

## Policy 23: Comprehensive and Coordinated Development

Planning applications for major development within the North East Cambridge Area Action Plan area will be supported where:

- a. The proposal demonstrates the development will make an appropriate and proportionate contribution to site wide infrastructure such as road and rail crossings, and open space provision, to be secured through the use of planning obligations in accordance with Policy 27;
- b. The proposal is supported by a comprehensive masterplan - accompanied as necessary by parameter plans in relation to layout, scale, appearance, access and landscaping - that accords with the overarching Area Action Plan Spatial Framework provided at Figure 10A, including, where appropriate:
  - i. The provision of walking and cycling routes that integrate with existing and proposed networks within and outside of North East Cambridge Area Action Plan area;
  - ii. The delivery of a diverse network of connected and multifunctional open spaces and green links;
  - iii. The ability to connect and contribute to Area Action Plan-wide utilities and communications grids; and
  - iv. The setting aside of land for strategic and site-specific infrastructure provision.
- c. Through the masterplan, the application demonstrates how the proposal:
  - i. Contributes proportionally to the achievement of the vision and strategic objectives for North East Cambridge and the creation of place;
  - ii. Integrates, connects and complements successfully with the existing and proposed surrounding context, including areas beyond the boundary of North East Cambridge, ensuring a continuity in the establishment of a neighbourhood character and supporting the timely delivery and optimised approach to the phasing of development across North East Cambridge;
  - iii. Is landscape-led with respect to layout and access and design-led with respect to capacity, scale and form;
  - iv. Will achieve and secure the required modal shift in accordance with the North East Cambridge Transport Study and Policy 22: Managing motorised vehicles , including the management of vehicle numbers,

- movements, servicing and parking, including throughout the construction phase of delivering the masterplan;
- v. Responds to the impacts of climate change;
  - vi. Contributes to biodiversity net gain;
  - vii. Successfully mitigates environmental constraints; and
  - viii. Where relevant, has regard to the existing site circumstances, including the existing character, neighbouring uses and constraints; implementing the Agent of Change principle to ensure the ongoing functioning and amenity of existing uses is not materially affected;
- d. The proposal accords with the relevant policies contained in this Area Action Plan or the adopted Local Plan(s);
  - e. In instances where the infrastructure provision is to be phased, either strategic or site-specific, an approved phasing strategy is in place; and
  - f. The application is supported by a Statement of Community Involvement detailing the engagement with the Councils, surrounding landowners, occupiers and the local community on both the masterplan, phasing strategy, and development proposal.

### Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

The above policy recognises that land within North East Cambridge is in various ownerships and use and that, while redevelopment of strategic sites is likely to come forward on a plot-by-plot basis, a site wide approach is required to provide an integrated, well laid out, comprehensive development whilst enabling, without constraint or prejudice, each parcel to be developed separately over time.

The uses to be included within a proposed development, and their arrangement and design within the site, need to be the subject of a comprehensive masterplan exercise, that has engaged neighbouring occupiers and other potentially impacted parties, to ensure the mix of uses proposed would be compatible with each other and those on adjoining sites, and that together they deliver on the strategic objectives for the North East Cambridge Area Action Plan.

A comprehensive masterplan approach to sites also provides a mechanism for effective early stakeholder and local community engagement, aiding in gaining community ownership of proposals and, crucially, ensuring phased delivery of development and infrastructure is properly coordinated, distributed and timed across individual parcels.

## Evidence supporting this policy

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Study (2019)
- Cultural Placemaking Strategy (2020)
- Spatial Framework
- Innovation District Paper (2020)
- North East Cambridge Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records (2019-2020)
- National Planning Policy Framework (2019)
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places

## Monitoring indicators

- All strategic development sites within the Area Action Plan have approved masterplans.

## Policy links to the adopted Local Plans

### Cambridge Local Plan

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station

## 7.2 Land assembly and relocation

We have developed the layout of the Area Action Plan while being mindful of the existing land uses on the sites. In some places it is appropriate to keep these and incorporate or rehouse them in new development, but in many areas, to achieve the overall aims of the Area Action Plan, we need to redevelop sites with new uses. This policy sets out how the Councils will assemble land and will support other landowners and developers to do so, including when and how compulsory purchase powers may be used.

### What you told us previously

#### Relocation

- There were suggestions that the AAP relies on the relocation of the Waste Water Treatment Works and therefore cannot be delivered in accordance with a Masterplan without its relocation.
- There was clear support from Anglian Water for a relocation strategy that is clearly defined and clarified to ensure its operation as a sewerage undertaker can continue to serve customers during construction and post redevelopment.
- There were concerns from several on-site operators that their operations are incompatible with the indicative Concept Plan from a noise and air quality view unless an appropriate relocation site is found. There were suggestions that the Concept Plan should be amended to reflect remaining on site.
- Other on-site operations highlighted that a coordinated approach would need to consider a range of issues including the potential relocation of the existing industrial uses including Veolia and the builder's merchants and expressed concerns that alternative accommodation had not yet been identified.
- Others agreed with relocating existing industrial uses depending upon an Industrial Relocation Strategy that justifies viable options and sighted that the north-east site area is not a viable option.
- The Environment Agency highlighted that there hasn't been any substantive appraisal of the issues, options and impacts of relocating Waste Water Treatment Works. They consider the relocation is potentially highly significant, and features cumulative effects with other projects, such as Waterbeach New Town and propose that a SEA/SA should address this.
- Finally, there were other comments concerning the bus depot which is a constraint and needs suitable relocation as well as general support for a

relocation strategy which provides integration opportunities with existing communities.

### Land assembly

- There was support and objection again this approach with some stating that it will help ensure the delivery of comprehensive redevelopment in North East Cambridge and other suggesting that all matters should be achieved through discussion given there is strong shared ambition.
- There was still some concern that many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also then result in the closure of and loss of employment for local residents.
- The final question asked if land assembly is required where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning for development.
- There was some support and some objection regarding the use of Compulsory Purchase Powers to assemble land with some comments suggesting the Local Authority is not justified in this setting to use powers to purchase land they do not own and other suggesting that these powers will assist with delivering comprehensive development and that strategic opportunities should not be compromised by one or more parties that are unwilling to support the delivery of the North East Cambridge.

### **How your comments and options have been taken into consideration**

- In relation to land assembly the preferred option is to use Compulsory Purchase Powers if necessary to secure land for comprehensive development.
- There was support for this approach over other approaches that could lead to individual negotiations and piecemeal development coming forward.
- This approach would also lead to the aspirations of North East Cambridge as well as local residents not being met.
- The policy does not stipulate that Compulsory Purchase Powers will always be required and the Council will need to demonstrate other avenues of land assembly have been exhausted first.
- In relation to relocation of existing businesses the preferred option is for applicants to ensure they submit a business relocation strategy where existing businesses may be effected.



- This approach would also support concerns from operators such as Veolia and Stagecoach that finding suitable sites through this process is imperative for their future operations.
- An important element of this approach is phasing the redevelopment and relocation of existing premises to ensure there is minimal impact on operation and delay to the delivery of North East Cambridge.
- If a relocation strategy was not in place this could significantly delay development and undermine the aspirations of the Framework as well as the aims and objectives of the site.

### **Policy 24a: Land Assembly**

Where land assembly is necessary to deliver the Area Action Plan Spatial Framework for North East Cambridge and/or to achieve comprehensive development in accordance with Policy 1: A comprehensive approach at North East Cambridge, the council will assemble land and support other landowners and developers to do so. Policy 1: A comprehensive approach at North East Cambridge

The Councils will use compulsory purchase powers to assemble land where it can be demonstrated that:

- a) land assembly is the only means of achieving delivery of the Area Action Plan Spatial Framework; and
- b) comprehensive redevelopment of the assembled land is in the public interest and capable of delivering a viable and development plan compliant scheme; and
- c) all reasonable attempts have been made to acquire, or secure an option over, the land/building(s) needed, through negotiation; and
- d) All other elements of policy and legislative requirements for the exercise of powers of compulsory acquisition are met.

Where compulsory purchase is necessary, applicants will be required to demonstrate how the associated costs impact upon development viability.

### **Policy 24b: Relocation**

The Councils will support the relocation of existing floorspace and uses that are incompatible with the delivery of the spatial strategy and/or the optimisation of development.

Where relocation is proposed applicants for planning permission will need to submit a Relocation Strategy as part of their Planning Statement that details:

- a) An assessment of the compatibility and potential for co-location of the existing floorspace and use(s) within the proposed redevelopment of the site, including the consideration of different designs and layouts; how the phasing of redevelopment might support on-site retention; the implications of access or servicing requirements; the ability to achieve acceptable environmental conditions relevant to the different land uses proposed; and implications for scheme deliverability, such as land-take, rents levels and lease arrangements, or operational requirements; and
- b) Engagement with affected businesses or occupiers including disruption to existing users/tenants; and
- c) The consideration and analysis of the following sequential approach to re-provision:
  - a. On-site as part of any new development
  - b. To a suitable and deliverable site elsewhere within the North East Cambridge Area Action Plan area
  - c. To a suitable and deliverable site outside of the North East Cambridge Area Action Plan area

### Why we are doing this

Relevant objectives: 2, 3, 5

The Area Action Plan Spatial Framework for North East Cambridge illustrates the strategic interventions required to deliver the new connections, layout and distribution of development and spaces planned for the area. Where appropriate, this has had regard to existing and proposed strategic connections, and to existing development & uses, including the policy status, lease arrangements and/or importance of these to the wider functioning of the city.

However, in certain places, the new spatial strategy for North East Cambridge is at odds with what is currently provided on the ground. It will therefore be necessary to assemble land and/or to relocate existing buildings and/or their use to accommodate the new spatial layout and to optimise the development potential of sites. Uses compatible with new proposed development should be retained and incorporated as part of the redevelopment of an existing site or relocated to a more suitable site within North East Cambridge. This includes industrial uses and floorspace in accordance with Policy 12b: Industry. Incompatible uses will need to be relocated to suitable and available locations outside of the Area Action Plan area.

A comprehensive approach to development, in accordance with Policy Area Action Plan1, will often be in the public interest within the North East Cambridge Area Action Plan area. Without positive intervention, in the form of land assembly or relocations, the constraints posed by site boundaries, neighbouring development or uses, incremental development, and above & below-ground services all have potentially limiting consequences for the achievement of the spatial plan and, therein, the scale, layout and viability of proposed development. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, or the proper planning of development (in terms of layout, design, use etc) and the ability of development to support the provision of strategic infrastructure and deliver upon the strategic Area Action Plan objectives.

### **Evidence supporting this policy**

- Spatial Framework
- Innovation District Paper (2020)
- North East Cambridge Typologies Study (2020)
- National Planning Policy Framework (2019)
- Employment Land Review (2019)
- Cambridge Northern Fringe Employment Sector Profile (2014)
- Cambridge Northern Fringe Employment Options Study (2014)
- Cambridge and Peterborough Independent Economic Review (2018)
- Skills, Training and Employment Topic Paper (2020)

### **Monitoring indicators**

Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).

### **Policy links to the adopted Local Plans**

#### Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 41: Protection of business space
- Policy 56: Creating successful places

#### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station
- Policy E/14: Loss of employment land to non employment uses

### 7.3 Environmental protection

Development must be planned and designed in consideration of environmental impacts including land contamination, noise / vibration, artificial lighting and air quality including odours. This policy describes how we expect proposals to improve and mitigate the environmental impacts of development, improving overall health and wellbeing considerations for future and existing communities alike.

#### What you told us previously

- You raised several concerns regarding environmental health impacts from existing business activity on the site and what this could mean to health and wellbeing in terms of noise, air quality and odour. Further concerns relating to business activity were expressed by Veolia Water as it was highlighted that their operations are incompatible with the indicative Concept Plan due to noise and air quality considerations, unless an appropriate relocation site is found and suggested that the Concept Plan should reflect this.
- You suggested that commercial and business development should be located in close proximity to Cambridge North Station to negate the need to locate residential there as this would have a detrimental impact on noise.
- Most of the concerns you raised were related to impacts from traffic including the A14 on air quality and noise levels and the lack of information about the broader composition of site areas and environmental constraints including the intensification of employment space and numbers, car parking, mixes of uses, open space including noise and air quality contributors. Along with this there was a request to look at noise barrier mitigation.
- You substantially supported the redevelopment of the area around Nuffield Road to mixed uses, to ensure less heavy industrial traffic uses including freight traffic in the area which will improve the environment in existing communities, including Shirley School.
- You raised concerns that development wasn't fronting walking and cycling networks which would ensure low car use and minimise noise, and suggested that Milton Road could be redesigned to accommodate this.
- You made comments in relation to odour and its impact from the Waste Recycling Centre as well as the relocation of the Waste Water Treatment Works. There was acknowledgement that further analysis should be undertaken to identify the potential risk of odour from the Waste Water Treatment Works and the acceptability of different types of development.
- A few comments were made in relation to water contamination. The Environment Agency placed great importance on addressing contamination at

the implementation stage. It was also pointed out that the Waste Recycling Station relocation has yet to be identified and that contamination needs to be considered as part of any relocation.

### **How your comments and options have been taken into account**

- The proposed policy places great emphasis on development proposals addressing cumulative Environmental Health impacts to ensure amenity, health and quality of life for new residents and business are not compromised.
- The second paragraph of the policy address the requirements that sensitive development such as residential area needs to be appropriate for its location. The policy also identified that conditions or obligations will be used to require appropriate design elements to the proposal in order to mitigate noise and pollutants from the site.
- The policy obligates development proposals to be accompanied by an appropriate environmental impact assessments to ensure environmental health considerations are either considered in isolation or cumulatively and appropriate mitigation identified.
- The policy supports the proposition that a noise barrier should be assessed and identified as the most effective way of mitigating noise from the A14.
- The preferred option also recommends the inclusion of a policy to safeguard existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.
- The policy emphasis that new sensitive development should be located in areas where it can coexist with existing used and not prejudice their operation. This policy will ensure that any existing business within NECAAP that is to be relocated in the later phases of the plan will not be compromised by new development.
- Finally the policy highlights the importance of early pre application discussion with the LPA to determine individual impact assessment that will be required as part of the development proposals

### **Policy 25: Environmental Protection**

Development at North East Cambridge will be expected to take full account of all environmental conditions to ensure that the future health, quality of life, amenity and the natural environment are fully considered and effective mitigation and

remediation plans are in place that understand individual and cumulative impacts, timing and phasing, and current and future uses.

As a minimum, prior to commencement of development a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed.

Development will be permitted where it can be demonstrated that:

- a. It is appropriate for its location and shall contribute to creating healthy internal and external living environments through preventing unacceptable risks and adverse / negative impacts on health and quality of life / amenity and the wider environment from matters such as land contamination, noise and vibration, artificial lighting and air quality (including odours), from the local road and rail network and existing and future industrial, commercial and business type uses.
- b. Opportunities are taken, where possible, to enhance and improve local environmental conditions such as noise pollution and air quality.
- c. Noise and air quality constraints identified on the NEC site are used to help shape the Spatial Framework and deliver the principles of good acoustic design.
- d. Potential adverse environmental effects that may impact upon a development such as noise (including industrial and transport sources), air quality pollutants (such as particulate matter, nitrous oxides, dust and odour) and land contamination, are appropriately assessed and that good environmental design and mitigation measures are used to ensure that either in isolation, in combination or cumulatively, environmental effects are understood and resolved.
- e. New sensitive uses shall be integrated effectively with existing and future businesses so as not to prejudice their operation.
- f. Unreasonable restrictions are not placed on existing businesses, operations, and facilities, even on a temporary basis, as a result of new development.
- g. Mixed uses are located to complement rather than conflict with neighbouring uses in terms of environmental protection impacts.
- h. Areas of public open space and recreational / play spaces are suitable for their intended use and are not located in areas where the risk to health or amenity from contaminated land, environmental noise or air quality is unacceptable.

- i. The noise barrier along the A14 is effectively assessed and integrated into the overall masterplan and resolves landscape, heritage, ecology and visual impacts.

A construction environmental management plan should also be prepared to avoid, minimise and mitigate environmental pollution during the construction phase of the development.

Relevant objectives: 1, 4, 5

### **Policy Justification / Why we are doing this**

Applicants should engage in pre-application discussions with the Greater Cambridge Shared Planning Service, to determine the individual submission requirements for impact assessments as required. The LPA will consider the use of planning conditions or obligations to require the provision of appropriate design measures and controls to mitigate and reduce to minimum adverse environmental impacts. Planning obligations may assist in mitigating the impact of unacceptable levels of risk from pollutants and development to make it acceptable in planning terms.

The interrelationship, integration with and overlap of environmental protection with other policy / topic themes and requirements should be considered and cross referenced, such as climate change and sustainable transport.

Developers are encouraged to register with the Considerate Constructors Scheme which identifies guidelines on minimising the impact of construction on neighbours and protects and enhances the environment.

### **Land Contamination**

Due to a long history of industrial uses, activities and processes on site and given the sensitive nature of future proposed residential development, including external amenity / recreational spaces, as a minimum, prior to commencement of development a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed. The study shall include coverage of soil and controlled water contamination and consideration of relevant environmental, geological, hydrogeological site history information specific to the site, a review of previous contaminated land reports, GIS information and a preliminary Qualitative Contaminated Land Risk Assessment with Conceptual Site Models and Source-Pathway-Receptor analyses in accordance with British Standards.

The Phase 1 study shall inform the scope and phasing as appropriate of future Contaminated Land Phase 2 - intrusive site investigations and the understanding of the need for future site remediation requirements for development, following detailed



options appraisals as part of a Phase 3 Remediation Strategy / Scheme following appropriate quantitative risk assessment (QRA) and options appraisal (OA).

Given the dated contamination testing results and uncertain / poor site coverage of past investigations, an intrusive ground investigation is likely to be required to reduce uncertainty and to inform future remediation options to current remediation standards.

## **Noise**

The A14 traffic noise has widespread prevalent adverse impacts across a significant proportion of the development site. It is likely that a strategic site environmental noise barrier close to the A14 will be the most effective option to mitigate and reduce to a minimum adverse noise both internally and externally.

Site specific noise sources that will require assessment and consideration include Transport (the A14 and Milton Road traffic noise, the Cambridge to Ely / King's Lynn railway line and the Cambridge Guided Busway and future internal streets / and haul roads) and Industrial (existing industrial type uses that may remain and coexist including safeguarded minerals and waste uses such as the minerals railhead, Cambridge North Station, Cambridge Water Recycling Centre (CWRC) and any future proposed).

The future daytime and night-time noise environment of the site will be dominated by road traffic noise from the A14 and Milton Road. The Cambridge to Ely / King's Lynn railway line and the Cambridge Guided Busway will have more of a limited localised impact immediately adjacent to these sources

For transport noise sources, the noise risk across the site varies from between low-medium within the centre of the site and to medium to high in areas close to the A14 and Milton Road.

As part of future development proposals there will be a need for detailed noise impact assessments of all relevant noise sources as appropriate, and consideration of inherent good acoustic design to ensure noise does not give rise to unacceptable adverse impacts on health and quality of life / amenity and ensure satisfactory internal and external residential living conditions are achievable.

## **Air Quality**

The A14 makes up the Northern boundary of the site, is a major trunk road and forms part of Highways England's Strategic Road Network and Milton Road runs through the middle of the site. Both sources have high traffic volumes which have an impact on local air quality.

NEC is not located within an Air Quality Management Area (AQMA). The nearest AQMA to the site is the 'SCDC AQMA No.1 to the west and Cambridge City's AQMA in the City centre.

The NEC site will introduce new relevant sensitive receptors such as residential into the area and therefore create new areas where national air quality objectives would be relevant / applicable and therefore air quality assessments will be required.

The construction of new high density mixed use development as proposed also has the potential to generate additional emissions to air that may affect receptors located in the surrounding areas outside the NEC site and may have an impact on local AQMAs. This could lead to deterioration in air quality for these receptors.

Onsite energy facilities, providing power, heat or both have the potential to produce emissions that could lead to a deterioration in local air quality or have an adverse impact on proposed sensitive development.

Further assessment should be carried out at the detailed planning application stage. It is also recommended that detailed air quality atmospheric dispersion modelling is undertaken at the detailed planning application stage, to quantify air quality concentrations at proposed receptor locations and at relevant existing receptors off site.

The combination of monitoring and modelling would determine the minimum distance at which new receptors could be placed relative to the road sources of air pollution.

### **Odour & Dust**

Any new development which may coexist with existing sources of odour and dust such as the Cambridge Water Recycling Centre a safeguarded Waste Water Treatment Works, safeguarded minerals / waste sites and other industrial, commercial or business uses in the area will require an odour and dust impact assessments to ensure no unacceptable adverse impact arise on health and quality of life / amenity, internally and externally.

Any odour impact assessment must consider existing odour emissions from odour sources at different times of the year and in a range of different weather conditions and detailed odour dispersal modelling may be required. Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of existing sources of odour and dust that may coexist.

### **Artificial Light Pollution**

Any development that has the potential to be adversely affected by existing artificial lighting levels for example associated with Cambridge North Station, street lighting and other existing premises, will require a lighting impact assessment and

consideration of mitigation to limit the impact on local quality of life / amenity and biodiversity.

### **Evidence supporting this policy**

- Habitat Survey and Biodiversity Enhancement Plan – North East Cambridge Biodiversity Assessment (2020)
- Typologies Study (2020)
- Health and Well Being Topic Paper (2020)

### **Monitoring indicators**

- Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline
- Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline
- Biodiversity enhancements to City and County Wildlife Sites

### **Policy links to adopted Local Plans**

#### Cambridge Local Plan

- Policy 59: Designing landscape and the public realm
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats

#### South Cambridgeshire Local Plan

- Policy NH/4: Biodiversity
- Policy NH/6: Green Infrastructure
- Biodiversity SPD (2009)

## 7.4 Aggregates and waste sites

*Figure 44: Map showing location of aggregates and waste sites within the Area Action Plan boundary*

The Area Action Plan area includes an important aggregates railhead and a waste transfer station. The aggregates railhead is of strategic importance and also provides the potential to minimise the movement of construction materials and waste by road. Our preferred approach is to retain the aggregates railhead and to relocate the waste transfer station off-site. This policy sets out how this should be achieved and the implications for development on and around these sites.

### What you told us previously

- You commented that the aggregates railhead and waste transfer station should be safeguarded, and some said that the aggregates railhead should be retained for future needs.
- One comment noted that mineral railheads enable the objectives to meet the strategic needs of Greater Cambridge, specifically as a result of its proximity to rail.
- You made comments on the impact of Waste Transfer Station on development, and that further analysis should be undertaken to identify the potential risks and the acceptability of different types of development relating to it. It was acknowledged that the Waste Transfer Station relocation has yet to be identified and that land contamination needs to be considered as part of any relocation.

### How your comments and options have been taken into account

- In line with your comments, the proposed policy retains the Cambridge North East Aggregates Railheads in its current location. In order to minimise the impact of HGVs on the District Centre, it is proposed to re-align the road access to the site as defined in Policy 20. Nevertheless, if the site can be relocated off-site or it is considered by the Minerals and Waste Authority for the area that the site is no longer required, then the policy sets out a preferred alternative use for the site.
- The policy in combination with the Spatial Framework and other supporting policies and diagrams, identifies that the Waste Transfer Station is an incompatible use within its current location and that it should be relocated off-site through engagement and collaboration with the local Minerals and Waste Authority.

## Policy 26: Aggregates and waste sites

The continued existence of an aggregates railhead at North East Cambridge is supported due to its contribution to Greater Cambridge's strategic economy. This is subject to it meeting all of the mitigation requirements for noise, odour, and air quality as identified in Policy 25: Environmental Protection. Residential and commercial development will only be acceptable if the site can be relocated off-site, subject to meeting the requirements of the Minerals and Waste Local Plan, or a future Minerals and Waste Local Plan removes the safeguarding policy related to this site.

The safeguarded Veolia Waste Transfer Station should be relocated off-site. This would need to be undertaken in collaboration with the Minerals and Waste Authority and is a pre-requisite to future sensitive development coming forward on surrounding plots.

The only acceptable uses adjacent to the existing aggregates railhead will be light industrial (B2) and logistics and distribution (B8) as shown in the land use plan (Figure xxx). Proposals for residential uses should not be adjacent aggregates yard as it is unlikely that satisfactory design mitigation can be achieved to protect residential amenity alongside the operational requirements of the aggregates railhead. Any residential proposal in Cowley Road Industrial Estate and Chesterton Sidings, as designated in the spatial framework will need to demonstrate how it is buffered from the negative impacts of the aggregates railhead.

### Why we are doing this

Relevant Objectives: 3

The Cambridge North East Aggregates Railheads at North East Cambridge is of strategic importance to Greater Cambridge's economy providing an important source of building materials for the wider area. The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designates a safeguarding area for the aggregates yard at Chesterton Sidings. It is proposed that this site is continued to be safeguarded in the emerging Minerals and Waste Local Plan (2020). A large number of businesses use the facility for importing aggregate via the railway, to then be used in construction and road maintenance across the wider Cambridge area. Given the aggregates facility connection to the railhead, there is potential to minimise the movement of construction materials and waste by road.

The Veolia Waste Transfer Station is located within the Cowley Road Industrial Estate. This site is also safeguarded by the existing and proposed Minerals and Waste plans. However, the site lies at a key intersection on the Area Action Plan Spatial Framework.

The safeguarding of the Cambridge North East Aggregates Railheads at North East Cambridge as an important factor in retaining the reliable supply of construction materials to support continued good growth across Greater Cambridge.

The creation of a buffer around the 'bad neighbour' will protect residential amenity. The buffer will be a combination of light industrial uses and commercial uses.

There has been a long-term ambition to relocate the Cambridge North East Aggregates Railheads from North East Cambridge. Whilst this policy and Area Action Plan Spatial Framework do not seek to relocate this use off-site, it also sets a clear preference for residential and employment floorspace to be delivered on the site should the site become available for development during the plan period.

The Veolia Waste Transfer Station, due to its location and environmental pollutants as well as hours of operation, is incompatible with the Vision of the Area Action Plan, the Area Action Plan Spatial Framework and direction of travel set out in this plan. Therefore, the Councils will work with the Minerals and Waste Authority and relevant landowners in securing a suitable off-site relocation of this site.

The Cambridge Waste Water Treatment Plant is also a safeguarded use within the Minerals and Waste Plan. The adoption of the Area Action Plan is predicated on it being possible, through separate planning processes, to relocate this facility to another site and freeing up the land for redevelopment.

### **Evidence supporting this policy**

- Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)
- Employment Land Review (2019)
- Anti-poverty Topic Paper (2020)

### **Monitoring indicators**

- Off-site relocation of Veolia Waste Transfer Station

### **Policy links to the adopted Local Plans**

Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011)

- Policy CS23
- Site Specific Proposals Plan (2012)

## 7.5 Planning contributions

Planning contributions are financial or in-kind contributions from developers, which help to provide affordable housing, employment opportunities and infrastructure, and to mitigate negative impacts, in a timely manner alongside development. The mechanism for planning contributions for the North East Cambridge Area Action Plan will be from those set out in Cambridge City Council and South Cambridgeshire District Council's Local Plans because the site is located in both authorities, and because the site needs a significant level of infrastructure investment. This policy sets out how this process will work.

### What you told us previously

- You generally acknowledged and supported the reasonable need for developer contributions to help achieve the infrastructure that supported the full functioning of the site. It was not clear from the comments what a preferred approach to delivering this would be, whether it would be via S106 or an alternative.
- Given the particularities of the site, most comments seemed to support in principle a strategic site wide approach. Comments mentioned that strategic approach could enable equitable contributions across different developers.
- One comment mentioned that it was important for benefits to also contribute to those outside of the site.
- Your comments made it clear that to achieve good growth principles, and the walking and cycling aims of the site, that these developer contributions would be key.

### How your comments and options have been considered

- This policy responds to comments by developing a robust mechanism that ensures new development mitigates against their negative impact and contributes to neighbourhood-wide infrastructure. These contributions are sought in a coherent manner to prioritise infrastructure that supports good growth.

### Policy 27: Planning Contributions

- |   |
|---|
| <ul style="list-style-type: none"><li>A. The Councils will seek appropriate planning contributions on a scheme-by-scheme to:<ul style="list-style-type: none"><li>i. finance the early delivery of major strategic infrastructure established up-front by the Councils, such as a noise barrier for the A14 or highway network, road and rail crossings, digital infrastructure such as low-power</li></ul></li></ul> |
|---|

wide-area network, open space and recreation facilities, drainage, education facilities, training and community facilities and strategic public transport.;

- ii. secure the provision of affordable housing in relation to residential development schemes, employment opportunities, and to ensure development proposals provide or fund new or enhanced strategic infrastructure and improvements as set out in the North East Cambridge Infrastructure Delivery Plan;
- iii. mitigate site specific impacts made necessary by the proposal.

It is expected that applicants engage in pre-application discussions with the shared planning service to agree draft S106 Heads of Terms that will be submitted with each application.

### **Viability**

- A. Where an applicant raises concerns with development viability, the onus is on the applicant to provide clear evidence of the specific site circumstances. Viability concerns should be raised at the pre-application stage.

Where viability considerations are accepted, the Councils will determine the balance of obligations and will secure (through planning obligations) review and, where appropriate, clawback mechanisms.

### **Why we are doing this**

Relevant Objectives: 1, 2, 3, 4

Planning contributions from developments will be secured to ensure infrastructure including the delivery of transport mitigation if required, is delivered in a timely manner to enable the establishment of the new district at North East Cambridge. Developer contributions will assist in providing the required infrastructure to deliver the growth aspirations for North East Cambridge and ensuring negative impacts from development proposals are mitigated.

The mechanism for planning contributions for North East Cambridge Area Action Plan differs from those set out in Cambridge City Council and South Cambridgeshire District Council's local plans due to the sites location across both authorities, and because of the significant on-site infrastructure investment required to deliver the proposed development. on site.

Developer contributions towards infrastructure will be key in overcoming the significant challenges in delivering the site in line with the Area Action Plan's good growth ambitions and ensuring that development is viable. For example, the area's



significant transport challenges require a level of investment in sustainable travel infrastructure to ensure that the trip budget can be met. Equally, development will need to contribute to the mitigation of human health constraints such as noise, air quality and land contamination prior to development coming forward, all of which are shared issues across the plan area.

The Area Action Plan brings together within a single document both authorities' policies relating to planning contributions in North East Cambridge. It sets out the affordable housing requirement that will apply to new residential development. It also sets out how planning obligations will be secured for the provision or improvement of infrastructure, including open space, education, transport and public realm infrastructure.

The affordable housing and planning contributions requirements set out within the Area Action Plan will be consistent with those at South Cambridgeshire District Council and Cambridge City Council, ensuring there is clarity in development viability.

The plan has to ensure its deliverability given the significant site wide infrastructure requirements therefore, the Councils will seek to establish strategic infrastructure upfront. Contribution for this initial financing will be sought through an equitable apportionment costs mechanism through the plan period.

Developer contributions will also be sought to deliver affordable housing and mitigate the impacts of development. This will ensure that the Area Action Plan can secure and deliver high quality sustainable development that accords with North East Cambridge's good growth ambitions.

### **Evidence supporting this policy**

- Viability assessment - forthcoming
- Infrastructure delivery plan – forthcoming
- Health and Well Being Topic Paper
- Skills, Training and Employment Topic Paper
- Community Safety Topic Paper
- Anti-Poverty Topic Paper
- Smart Infrastructure Topic Papers
- Internalisation Topic Paper

### **Monitoring indicators**

- Investment and timely provision of infrastructure and community facilities alongside new development.
- Progress and development on strategic site allocations

- Affordable dwellings permitted as a percentage of all dwellings permitted on sites where the policy requiring affordable dwellings applies

### **Policy links to adopted Local Plans**

#### Cambridge Local Plan

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

#### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy TI/8: Infrastructure and New Developments
- Policy H/10: Affordable Housing
- Policy E/14: Loss of Employment Land to Non Employment Uses Policy
- Policy E/22: Applications for New Retail Development

## 7.6 Meanwhile uses

Developing North East Cambridge will be phased over a number of years and we want to make sure that a sense of place and community is developed from the start. Temporary 'meanwhile' projects which create community services, small-scale business and retail spaces and public realm can achieve this, supporting local skills development and entrepreneurship, and meeting short-term gaps in the delivery of permanent community infrastructure.

This policy sets out how temporary planning permission may be used to encourage meanwhile uses that contribute to the vibrancy and wider vision for the area.

### What you told us previously

- You supported for taking a positive, innovative and flexible approach, enabling a balanced mix of uses to provide the early foundations for the city district where they would add vibrancy.
- You suggested that there should be no limitations on the scale of uses as this would be contrary to their purpose and could stifle innovation and creativity, or their timescale which will be dependent upon the timescales of permanent development and a reasonable period of occupation may be needed to recoup investment.
- You commented that meanwhile uses should be compatible with surrounding uses, including the Waste Water Treatment Plant (depending on timing for its relocation).

### How your comments have been taken into account

- Reflecting your comments, the proposed policy for meanwhile uses provides flexibility for innovative solutions to be delivered in a timely manner. This will help establish behaviour and trip patterns from the outset and ensure the city district is a vibrant and attractive place for new occupants.
- The policy wording seeks to ensure that meanwhile uses are coordinated and compatible with surrounding uses and would not prevent development land from being brought forward.

### Policy 28 – Meanwhile uses

Within North East Cambridge temporary consent will be granted for “meanwhile” uses to enable the delivery of services and facilities, including shops, bars, cafes, retail, work units such as office start-ups, health, charities, nurseries and community centres and spaces, on sites which are not expected to come forward in the short-term.

Such uses should be provided in a flexible and coordinated way and demonstrate how they contribute to the vibrancy of the immediate area and support the delivery outcomes and vision set out in this Area Action Plan.

Temporary planning permissions in buildings that would otherwise remain empty or underused will be permitted, on a temporary basis where the temporary use meets the day-to-day needs of the local community, subject to any relevant amenity issues. Time limited conditions should be used, linked to the opening of new centre units.

### Why we are doing this

Relevant Objective: 1, 2, 4, 5

Comprehensive regeneration of North East Cambridge to create a new city district will be phased over a number of years and it is not always possible or feasible to put permanent structures and/or uses in place from the outset. Providing temporary “meanwhile”<sup>12</sup> spaces, buildings and uses during the initial stages of the development can help provide opportunities for active uses throughout the redevelopment and to ensure that the new residents do not need to travel far to meet their day to day needs and avoid unsustainable patterns of movement taking hold.

These uses can be located in existing vacant spaces, buildings or temporary structures (often with cheaper rents for the occupiers) whilst the development is built-out and later replaced with a permanent facility. This also has the benefit of acting as a prototype for the character of this new city district, ensuring early understanding of it as a place, enhancing the attractiveness to potential future tenants, and businesses may flourish helping to provide readymade tenants that can migrate into permanent space.

Applications that keep suitable existing spaces and buildings in active use in the short-term will be supported. New facilities including shops, bars, cafes, retail, work units such as office start-ups, health, charities, nurseries and community centres and spaces, should be provided in flexible spaces which are adaptable, and consideration should be given to co-locating uses to generate vibrant spaces. The duration of any consent is intended to bridge the gap until permanent uses can be developed and will vary according to the individual circumstances and use.

Such uses should ensure that they have no negative impacts on residential amenity or the immediate area and that they continue to complement the vibrancy and distinctiveness of the neighbourhood. Meanwhile uses will not be permitted where it would prevent development from being brought forward in a timely fashion. Consideration should be given to how meanwhile uses transition to new permanent

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<sup>12</sup> “Meanwhile” use is a catch-all title adopted in recent years to describe a diverse range of pop-up cafés, shops and temporary uses of empty property and land awaiting longer-term development.

sites within the Area Action Plan area as they become available to ensure their continuity.

### **Evidence supporting this policy**

- Health and Well Being Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)
- Community and Cultural Facilities Audit (2020)
- Cultural Placemaking Strategy (2020)
- Creative Workspace Study (2020)

### **Monitoring indicators**

Numbers of different land uses permitted

### **Policy links to the adopted Local Plans**

South Cambridgeshire Local Plan

- Policy SC/4: Meeting Community Needs

## 7.7 Employment and training

Employment, skills and training within the construction and operation of new developments provide a range of job opportunities for local residents. Many of the areas surrounding the Area Action Plan area experience high levels of deprivation and it is essential that new development contributes to reducing these inequalities. This policy sets out how development can and should create meaningful employment and training opportunities for existing residents during both the construction and operational phases of the development.

### What you told us previously

- You commented that development should create employment opportunities for local residents in and around the site.
- You commented that the development process should be seen as an opportunity to encourage education and training in conjunction with local academies and colleges. This could include apprenticeships, work experience placements and employment opportunities for students attending these establishments.

### How your comments and options have been taken into account

- This policy evidences the need and requirement to provide employment and training opportunities for local residents as part of the development, construction and end-use phases of the Area Action Plan's delivery.

### Policy 29 - Employment and Training

All development within North East Cambridge will seek to provide a mix of employment opportunities in order to support local residents, students, apprentices and the Greater Cambridge economy. This will be achieved through:

- a) Increasing opportunities for training and employment by developers contributing to a range of employment, skills and training initiatives. This will be secured through Section 106 agreements sought during the construction stage of development ensuring local residents have access to new job opportunities. In the operational stage developers should provide an Employment and Skills Plan (ESP) to demonstrate their commitment to responsibly deliver skills and training to new employees in new job roles within North East Cambridge.
- b) Reducing the skills gap by providing local residents access to a range of employment opportunities. Developers should seek to employ a skilled local workforce such as local contractors, apprentices and trainees.

- c) Responding to future employment needs by encouraging developers to work with local academies, colleges and educational facilities, such as Cambridge Regional College, to provide training and apprenticeships throughout the delivery of the development.

Development proposals will be required to demonstrate how opportunities arising from the scheme will be made accessible to local residents, particularly those in existing communities bordering the site and to priority groups. All development should consider the creation of meaningful employment and training opportunities for existing residents during both the construction and operational phases of the development.

### Why we are doing this

Relevant objectives: 3, 5

Greater Cambridge is recognised as having one of the fastest growing economies in the UK and delivers large numbers of employment opportunities across a range of sectors. It is envisaged that North East Cambridge will play a significant role in meeting future employment needs of the Greater Cambridge area. Currently home to a range of business uses, including low density industrial and manufacturing uses, serviced office accommodation and the science and technology-based industries of Cambridge Science Park and St John's Innovation Park, proposals for the site include the intensification of these business uses, the provision additional business and multi-use floorspace (see Policy 6: Business and Policy 7: Industry). As such the North East Cambridge area will continue to provide short and longer- term opportunities for a workforce with a range of skills to be employed during the construction phases of development and beyond.

The areas adjoining the North East Cambridge area are largely residential. To the east of the railway line, there is an established Gypsy and Traveller community, whilst to the south the predominantly residential wards of King's Hedges and East Chesterton both fall within the twenty most deprived wards in Cambridgeshire in terms of indices of multiple deprivation.

It is essential the proposed development at North East Cambridge seeks to contribute towards reducing such inequalities by securing training and employment opportunities for unemployed and underemployed residents in these neighbouring areas. This economic growth, and the planned housing development, provides an opportunity to benefit local residents through support for skills development, vocational training, apprenticeships and similar employment training programmes. These programmes are of particular benefit to those residents within the local area experiencing economic and social deprivation. Provision for these schemes will therefore be sought in Planning Obligations for all major development within North East Cambridge.

This will be part of a broader anti-poverty strategy to improve skills and opportunities for local people in the wider area.

Developers should proactively support local employment opportunities ensuring that skills, training and employment is not only provided but taken-up by a local workforce in both the construction and end-use phase and utilise existing and new private/public funding opportunities to develop new initiatives where possible. This will enable residents to secure skilled-based employment locally and provide apprenticeships to those who wish to attain qualifications that will allow them to progress in their careers.

The promotion of links to local educational facilities will also increase access to apprenticeships and training, ultimately reducing the skills gap and increasing employment in the area. A key outcome from this will be a more highly skilled workforce, not only enhancing social inclusion but encouraging good growth within the area. Reducing the skills gap will bring wider benefits such as reducing economic and social disparities and improving the connection between education and innovation.

During the construction phase developers would be expected to deliver an agreed employment and training target for apprentices and trainees along with notification of all vacancies on site which includes all opportunities with contractors and subcontractors. For both the construction and end use phases the developer should be committed to working in partnership with the Councils and specifically the Economic Development Team to produce an Employment and Skills Plan (ESP). The Councils will encourage the employment of a local workforce during the construction phase from the local area. In order to ensure access to skilled local labour is not a constraint to development delivery, the ESP should also set out measures of how the workforce could be sourced from the wider travel to work area if there is an evidenced shortage of local skilled labour.

### **Evidence supporting this policy**

- Skills, Training and Local Employment Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)
- Education Topic Paper (2020)

### **Monitoring indicators**

- Developer contributions collected for skills and training (from S106)
- Number of Employment and Skills Plan secured through S106 agreements
- Developers should provide monitoring reports of implementation of their ESP
- Employment land take-up



- Working age population

### **Policy links to the adopted Local Plans**

#### Cambridge Local Plan

- Policy 2: Spatial strategy for the location of employment development
- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

#### South Cambridgeshire Local Plan

- Policy S/1: Vision
- Policy S/2: Objectives for the Local Plan
- Policy S/5: Provision of new jobs and homes
- Policy S/6: Cambridge Northern Fringe East and Cambridge North railway station
- Policy E/1: New employment provision near Cambridge – Cambridge Science Park

## 7.8 Digital infrastructure and open innovation

Smart development means using data gathering technologies in buildings and spaces to manage assets, resources and services efficiently. This has the potential to reduce energy and resource use and improve public services to accelerate the fulfilment of the Area Action Plan's good growth objectives. North East Cambridge provides an opportunity to embed smart thinking into a new neighbourhood from its inception and we want to ensure we do this openly, equitably and adaptably. This policy sets out our expectations for smart technology and open data provision and management.

### What you told us previously

- Your comments covered many aspects of the deployment of smart technologies on site. There was acknowledgement that the construction should ensure high quality buildings, that smart initiatives could be used to reduce impact on the highway network, and questions around how the Area Action Plan can help futureproof buildings and infrastructure.
- You mentioned that given North East Cambridge will have large employment in the innovation sector, so homes and supporting ancillary uses should integrate high quality technologies and collaborate with local businesses and education institutes to do this. These should help the form and fabric of construction, building services, and also establish sustainable energy generation and supply.
- You commented on the interplay between the highway network and technology, highlighting the potential importance of smart technology to help achieve the trip budget.
- An innovative centralised refuse collection was mentioned to help to reduce demand of service trips
- You suggested that deliveries should be consolidated given the growth of online shopping. Comments mentioned that delivery consolidation should be based on understanding the needs of residents and businesses and could be facilitated by a rail freight terminal accessed on Cowley Road that could become a trans-shipment hub appropriate given proximity to A14. You also suggested that cycling logistic firms could make last-mile deliveries within the site and wider area using cargo bikes and assigned delivery parking outside of peak hours.
- You mentioned that real time information and integrated ticketing would be important to improve the lives of transport users. Comments mentioned that people should have excellent access and technological integration so that users find it easy to switch between transport modes.

- You mentioned future proofing for new technology – for example, the Milton Road vehicular access to Cambridge Science Park was mentioned as having the potential for hosting more progressive transport technology
- You commented that routes should be protected for emerging light rail - or other technology - networks. The Guided Busway corridor was seen as having the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, Cambridge Science Park and Cambridge Regional College.
- There was some concern about adaptability of infrastructure over time. Comments mentioned designing in the possibility for repurposing of infrastructure such as car barns and other buildings.
- You mentioned that the Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive.

### How your comments and options have been considered

- The policy reflects the key comments and options that have been proposed. The policies aim to establish high quality smart infrastructure that can support the delivery of good growth.
- Buildings are expected to be high quality and adaptable to enable future proofing. In establishing potential for the capturing of open data we are supporting flexible innovation that can adapt over time; this could apply to services such as transport as well as monitoring environmental performance.
- The Area Action Plan will aim to ensure that relevant data can be captured to help improve services such as deliveries and integrated ticketing to improve usage of public transport.

### Policy 30: Digital infrastructure and open innovation

Development proposals should include a Digital Infrastructure and Open Innovation Strategy that outlines how proposals will meet current and future anticipated requirements. These should set out how the development can be innovative and embrace the opportunity to develop sensor networks embedded into the development which supports the meeting of high environmental standards set out within the Area Action Plan.. The Digital Infrastructure and Open Innovation Strategy must address the points below where appropriate.

#### **Smart buildings**

To be considered a smart building, developments should:

- a) consider the impact of the design on wireless connectivity within the building, in-building solutions should be provided if the building design is expected to impact on the quality of wireless signals
- b) ensure access to high quality communications via the latest generation of high-speed gigabit-capable broadband;
- c) establish “open access” broadband infrastructure provided by at least two suppliers or a neutral host;
- d) assess the likely impact of developments on the existing mobile networks in the area and take appropriate action
- e) incorporate a single waste collection point to facilitate efficient waste management from multi tenanted buildings
- f) consider rooftop delivery space to provide passive provision for airborne drones
- g) provide natural cooling airflows and should maximise its off-grid energy potential.

### **Smart public realm**

Developments that provide new public realm should ensure that all street furniture has been considered for smart multifunctionality. Street furniture should be self-powered through solar panels, and where appropriate it should aim to include wayfinding information, publicly accessible Wi-Fi, and electric charging points for phones and/or electric vehicles. All data collected by street furniture should be open source. This will be facilitated by:

- h) ensuring that fibre connectivity is designed in a way that it will be easily accessible for connection to street furniture such as street lighting columns to facilitate future improvements such as 5G;
- i) designing street furniture in such a way that the installation of telecoms equipment and other sensors can be included.

### **Open data**

All developments with data generating interventions should provide machine readable data to the Councils so that the Councils can republish the data on South Cambridgeshire District Council and Cambridge City Council’s open data platform that can be used by a single API for all open data collated. Non-residential developments at North East Cambridge should provide publicly accessible Wi-Fi.

### **Future mobility zone**

The Councils will use North East Cambridge to host experiments on future mobility to help foster the area's innovation and support the delivery of new transport services. This is to enable first and last mile journeys to be made by innovative forms of transport.

### **3D model**

All major development should submit a 3D model in a readable format to the planning authority to allow for landscape, townscape and microclimate impacts to be considered virtually.

## **Why we are doing this**

Relevant objectives: 1, 2, 4, 5

Using the innovation potential of new technologies at North East Cambridge could improve public services to enhance the lives of people in Greater Cambridge and accelerate the fulfilment of the Area Action Plan's good growth objectives. The Area Action Plan needs to identify an approach that can leverage new knowledge and tools to address the evolving needs of North East Cambridge's residents, workers, and visitors.

Open innovation initiatives at North East Cambridge will aggregate information and data to enhance the understanding of planning and public services by generating information on service delivery, resource consumption, and mobility patterns. Any policy deployed across North East Cambridge's physical, digital, and social infrastructure has the potential to be smart, but it can only be so if it is connected to a network of systems that support interlocking operations or functions. Connecting different technological interventions with each other can provide the potential for integrated urban services that can be harnessed to add value and become smart. The integration of data at North East Cambridge should be open, i.e. shared on terms that are not only machine readable, but fair, transparent, and accountable consistent with privacy regulation of General Data Protection Regulation (GDPR).

North East Cambridge provides an opportunity to embed smart thinking into a new neighbourhood from its inception. Three key areas were identified as being the most relevant to smart considerations:

- future mobility, i.e. transport innovation impacting systems of movement – integrated ticketing, applications using real time information for journey planning, etc – as well as new modes of transport – drones, autonomous vehicles, etc.
- environmental monitoring, i.e. equipment, systems and sensors that can support the remote understanding of environmental performance such as light

pollution, noise, air quality, building energy efficiency, flood risk to enable real-time analysis.

- connectivity, i.e. the enabling infrastructure that will support the realisation of new technological improvements.

All of these could have profound implications on the use of public space, North East Cambridge's tenants' ability to meet the trip budget, the biodiversity potential, and the capacity of statutory authorities to provide services.

North East Cambridge needs to establish the enabling infrastructure for smart and become a test bed for the experimentation of new technology. Lamp posts, for example, could not only have low energy lighting that is responsive to different times of day and use patterns, but they could also incorporate air quality sensors, publicly-accessible WIFI, electric vehicle charging points, and share their data openly for reuse by others. This way the infrastructure can be multi use while providing the potential for new smart proposals to be built on top through open data.

North East Cambridge's approach to the smart city should be open and flexible systems to adapt to social changes and institutional innovations. Platforms and initiatives should be designed needs of citizens themselves and actively involve citizens in the design of the next generation of public infrastructures and services, thereby building common ecosystems and common frameworks for interoperable digital services. Processing urban information in real time and making data publicly accessible can facilitate a transformation in how North East Cambridge's public resources will be used, together with improving public services such as mobility, transportation, and health care systems.

North East Cambridge can harness the power of technology and digital innovation to benefit all residents, workers, and visitors, and contribute to good growth by making the economy to be more sustainable and collaborative. Introducing network technologies in North East Cambridge is not just about providing the city with connectivity, sensors, and AI, but it is also an opportunity to achieve strategic objective priorities such as affordable housing, sustainable mobility, and active citizenship. To ensure that these ambitions are fulfilled development proposals will need to outline their digital infrastructure and open innovation strategies.

### **Smart buildings**

The policy aims to enable North East Cambridge's built environment to adapt to the future economy. This policy is designed to enable the buildings at North East Cambridge to be designed, implemented, operated, and managed in a smart and resilient way in line with good growth. The policy aims to ensure overall security and safety, resilience, usability, and efficiency of buildings as assets, while reducing the amount of capital and intervention required to achieve these outcomes.

By ensuring that residents and businesses have a wide selection of digital suppliers this will enable broadband service quality to be high and for pricing to be competitive. In pushing for development proposals to examine mobile coverage, the policy

proactively pushes developers to identify pre-designated locations for future mobile mast installations that include suitable design of the land or building to accommodate the equipment as well as the provision of power and backhaul connectivity to the mast location.

### **Smart street furniture**

Multifunctional street furniture that is self-powered can help North East Cambridge improve the interactivity of its public spaces by providing public services, information, and connectivity, while at the same time enabling the collection of valuable open data by the Councils provide opportunities for further innovation. Multi-functionality can help progress the delivery of multiple objectives at once; a noise barrier, for example, could be built using the spoil from development to reduce vehicle trips and provide opportunities to increase biodiversity.

### **Open data**

Smart thinking is key to North East Cambridge and Greater Cambridge's infrastructure, and the policy aims to use tools such as open data to incubate innovation, improve public services, and empower residents and workers. This needs to be matched by an ethical and responsible innovation strategy, that can make the most out of data and experimenting with new innovation such as future mobility, while guaranteeing data sovereignty and privacy in line with GDPR. This will help ensure that public resources and assets are aligned to the principles of good growth.

### **Future mobility zone**

Transport is such a rapidly changing industry that conducting experiments in future mobility at North East Cambridge will enable the site to explore different options for the future of transport in Greater Cambridge in line with good growth objectives. This helps avoid a "one-solution-fits-all" to help different people and stakeholders' trial and feedback on transport improvements before they are delivered in full.

### **Evidence supporting this policy**

- Environmental Monitoring Topic Paper (2020)
- Digital Connectivity Topic Paper (2020)
- Future Mobility Topic Paper (2020)
- Internalisation Topic Papers (2020)

### **Monitoring indicators**

- Delivery of smart buildings
- Delivery of smart street furniture
- Delivery of future mobility experiments
- Collation of open data

## **Policy links to adopted Local Plans**

### Cambridge Local Plan

- Policy 42: Connecting new developments to digital infrastructure

### South Cambridgeshire Local Plan

- Policy CC/1: Mitigation and Adaptation to Climate Change Policy
- CC/3: Renewable and Low Carbon Energy in New Developments Policy
- CC/5: Sustainable Show Home Policy
- TI/10: Broadband



## 7.9 Trajectories

This section of the Area Action Plan provides details about delivery of development across North East Cambridge including details for each of the development areas over the plan period and beyond. It gives an indication of the how much development will take place in each area and when.

The National Planning Policy Framework (NPPF) requires strategic policies to include a trajectory illustrating the expected rate of housing delivery over the plan period. In preparing the trajectories for the Plan, the councils have had regard to a number of factors:

- The anticipated date of adoption of the Area Action Plan;
- The relocation of the Waste Water Treatment Plant and decommission of existing site;
- A higher than average but reasonable build rate for the development, informed by on-going engagement with the landowners/developers, based on:
  - current expectations of the housing and employment market;
  - efficient building processes such as modular housing;
  - the housing types to be delivered; and
  - housing tenures which support quick delivery (e.g. Built to Rent).

However, all these assumptions must be heavily caveated that in the event of any changes, for example the economic impact of COVID-19 and/or that further discussions with landowners and developers identify that the rate of delivery is not achievable.

Engagement with landowners and developers in preparing the Area Action Plan has suggested that they anticipate that 530 homes per year could be delivered at North East Cambridge over the plan period. The level of development assumed by the councils on strategic sites is typically 250 dwellings per year. Given the nature of the proposed development at NEC, there is the potential for this to be accelerated through some of the assumptions noted above. This will be kept under review and refined as necessary drawing on evidence being prepared to support the Greater Cambridge Local Plan and further engagement with landowners and developers.

The phasing of business floorspace is anticipated to be fairly continuous throughout the plan period. Engagement with landowners/developers and evidence base documents note that a significant amount of business floorspace can be delivered and absorbed by the market during the plan period. The re-provision of industrial floorspace is anticipated to come forward steadily across the plan period. This reflects that land within Chesterton sidings is within single ownership, whilst Cowley Road Industrial Estate is made up of fragmented land ownership where existing lease arrangements and some off-site relocations (i.e. Veolia Waste Transfer Station) are likely to mean that development will be delivered from the middle of the plan period in this area. The Councils will be preparing a Relocation Strategy to

further inform these delivery assumptions for industrial floorspace. For both business and industrial floorspace delivery, this is also caveated that in the event of any changes, for example the economic impact of COVID-19 and/or further discussions with landowners and developers.

Figure xxx below provides a summary of the broad distribution of the housing provision set out in the plan.

Residential - Net additional units	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
Anglian Water / Core Site		2,250	2,129	1,122	5,500		5,500
Cambridge Business Park			500		500		500
Cambridge Science Park							0
Chesterton Sidings		365	365		730	240	970
St Johns Innovation Park							0
Trinity Hall Farm Industrial Estate							0
Nuffield Road Industrial Estate			275	275	550	110	660
Cowley Road Industrial Estate			250	250	500		500
Merlin Place				120	120		120
Milton Rd Car Garage				100	100		100
Cambridge Regional College							0
	486	2,494	3,154	1,867	8,000	350	8,350

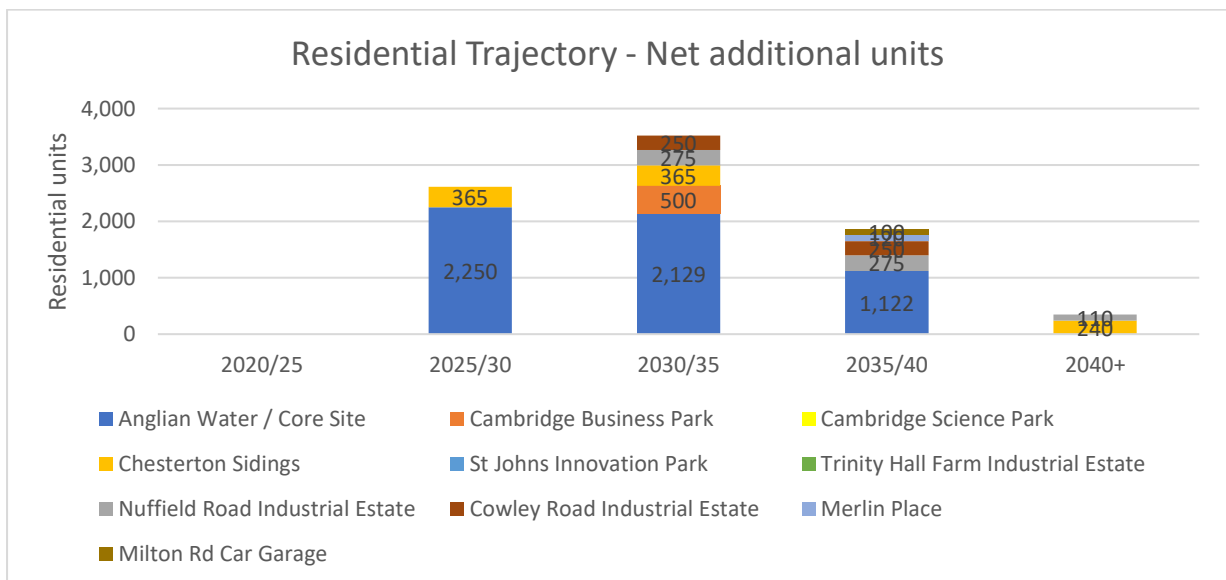


Figure xxx below provides a summary of the broad distribution of the office development (B1) provision set out in the plan.

B1 - Net additional (m <sup>2</sup> )	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
Anglian Water / Core Site	3,536	4,715	7,073	8,176	<b>23,500</b>		23,500
Cambridge Business Park	22,400	22,800	22,800		<b>68,000</b>		68,000
Cambridge Science Park (AAP)	7,993	17,552	16,654	27,801	<b>70,000</b>	13,057	83,057
Cambridge Science Park (Existing commitments)	33,750				<b>33,750</b>		33,750
Chesterton Sidings (AAP)	14,600	21,900			<b>36,500</b>		36,500
Chesterton Sidings (Existing commitments)	9,700				<b>9,700</b>		9,700
St Johns Innovation Park	9,080	7,160	9,380	9,380	<b>35,000</b>	4,700	39,700
Trinity Hall Farm Industrial Estate	1,500				<b>1,500</b>		1,500
Nuffield Road Industrial Estate							
Cowley Road Industrial Estate							
Merlin Place							
Milton Rd Car Garage							
Cambridge Regional College							
	102,559	74,127	55,907	45,357	<b>277,950</b>	17,757	295,707

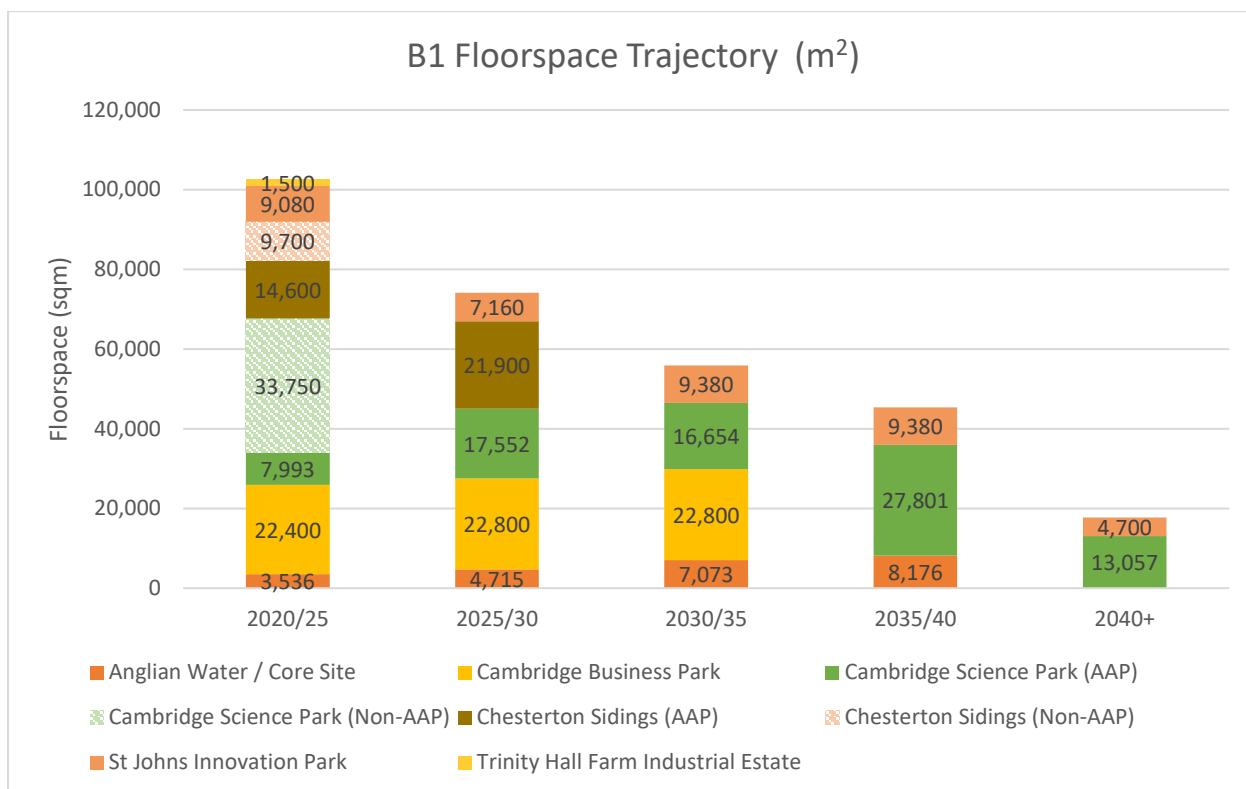


Figure xxx below provides a summary of the broad distribution of the industrial development (B2 and B8) provision set out in the plan.

B2/B8 - Net additional (m2)	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
Anglian Water / Core Site							
Cambridge Business Park							
Cambridge Science Park (AAP)		1,159			<b>1,159</b>		1,159
Cambridge Science Park (Existing commitments)	5,060				<b>5,060</b>		5,060
Chesterton Sidings	3,800	5,000			<b>8,800</b>		8,800
St Johns Innovation Park							
Trinity Hall Farm Industrial Estate							
Nuffield Road Industrial Estate							
Cowley Road Industrial Estate		6,000	7,000	4,500	<b>17,500</b>		17,500
Merlin Place							
Milton Rd Car Garage							
Cambridge Regional College							
<b>Total</b>	<b>8,860</b>	<b>12,159</b>	<b>7,000</b>	<b>4,500</b>	<b>32,519</b>		<b>32,519</b>

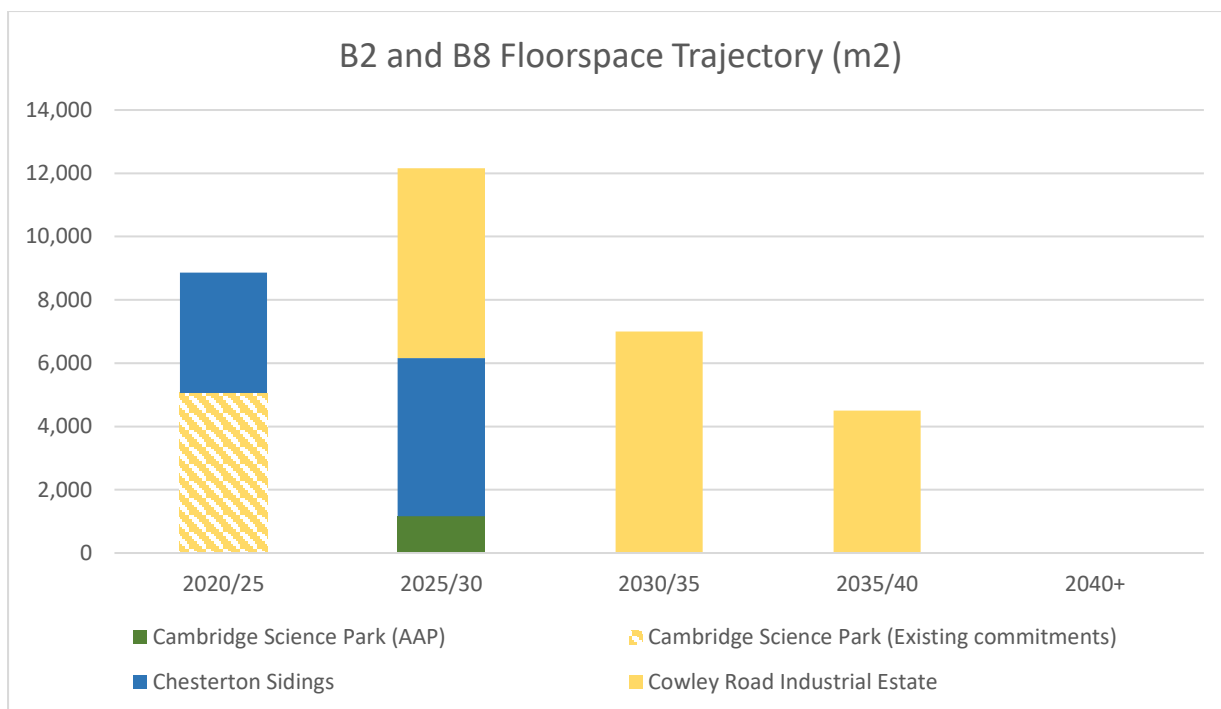


Table xxx below outlines the delivery programme at North East Cambridge. The triggers for the delivery of the necessary infrastructure and community and cultural facilities will be set out in the Infrastructure Delivery Plan which is currently being prepared.

### Anticipated delivery programme

The anticipated delivery programme has been prepared based on engagement with landowners and developers, evidence base documents and a number of development assumptions. It will be informed at a later date by a Relocation Strategy, North East Cambridge Infrastructure Delivery Plan, other emerging evidence base documents and on-going engagement with stakeholders and partners. At this stage, the Councils are not advocating this programme but are inviting comment on the assumptions set out.

Development area	2020 to 2025
Anglian Water / Cambridge City Council site	Decommission of the Waste Water Treatment Plant 3,500m <sup>2</sup> business floorspace completed
Cambridge Business Park	22,800m <sup>2</sup> business floorspace completed
Cambridge Science Park	8,000m <sup>2</sup> business floorspace completed  Existing consented development completed, including Trinity Hub
Chesterton Sidings	14,500m <sup>2</sup> business floorspace completed

	<p>New industrial and storage/distribution development completed adjacent to Aggregates Railheads</p> <p>Completion of Station Place Open Space</p> <p>Shops to open with Station Approach Local Centre</p> <p>Existing consented development completed, including hotel and office scheme at Cambridge North Station</p>
St Johns Innovation Park	9,300m <sup>2</sup> business floorspace completed
Trinity Hall Farm Industrial Estate	1,500m <sup>2</sup> business floorspace completed
Nuffield Road Industrial Estate	
Cowley Road Industrial Estate	Existing consented development completed
Merlin Place	
Milton Rd Car Garage	
Cambridge Regional College	
Off-site	<p>Waterbeach Greenway complete (Phase 1)</p> <p>Chisholm Trail complete</p> <p>Mere Way Cycle Route complete</p>

<b>Development area</b>	<b>2025 to 2030</b>
Anglian Water / Cambridge City Council site	<p>Removal of the Waste Water Treatment Plant</p> <p>2,250 homes completed</p> <p>First shops to be completed in the District Centre (north)</p> <p>Green High Street Open Space (Phase 1)</p> <p>4,700m<sup>2</sup> business floorspace complete</p> <p>Community centre and library within District Centre opens</p> <p>District Centre primary school opens</p> <p>New Linear Park (Phase 1)</p> <p>Green Bridge over Milton Road at Cambridge Science Park junction</p>

Cambridge Business Park	<p>First shops to open within the District Centre (south)</p> <p>22,800m<sup>2</sup> business floorspace completed</p> <p>New Guided Busway stop complete</p>
Cambridge Science Park	<p>Cambridge Science Park Local Centre completed</p> <p>17,500m<sup>2</sup> business floorspace completed</p> <p>New last mile delivery hub completed within Local Centre</p> <p>100m<sup>2</sup> of community/cultural floorspace completed within Local Centre</p> <p>New access provided onto Guided Busway and Garry Drive and Science Park Brook/Open Space completed</p> <p>Green Bridge over Milton Road at Cambridge Science Park junction</p>
Chesterton Sidings	<p>Completion of Station Approach Local Centre</p> <p>21,800m<sup>2</sup> business floorspace completed</p> <p>Further industrial and storage/distribution development completed adjacent to Aggregates Railheads</p> <p>365 homes completed</p> <p>100m<sup>2</sup> of community/cultural floorspace completed within Local Centre</p>
St Johns Innovation Park	7,000m <sup>2</sup> business floorspace completed
Trinity Hall Farm Industrial Estate	
Nuffield Road Industrial Estate	
Cowley Road Industrial Estate	6,000m <sup>2</sup> new industrial and storage/distribution development completed
Merlin Place	
Milton Rd Car Garage	
Cambridge Regional College	
Off-site	A14 underpass to Milton Country Park / Waterbeach Greenway (Phase 2)

	<p>A14 noise barrier</p> <p>Milton Road Corridor complete</p> <p>Waterbeach Public Transport Corridor complete</p>
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<b>Development area</b>	<b>2030 to 2035</b>
Anglian Water / Cambridge City Council site	<p>Northern side of District Centre complete</p> <p>Green High Street Open Space (Phase 2)</p> <p>2,129 homes completed</p> <p>7,000m<sup>2</sup> business floorspace completed</p> <p>Cultural facility within District Centre opens</p> <p>Cowley Road Neighbourhood Centre primary school opens</p> <p>New Linear Park (Phase 2)</p> <p>New Cowley Triangle Open Space</p>
Cambridge Business Park	<p>Southern side of District Centre complete</p> <p>500 homes complete</p> <p>22,800m<sup>2</sup> business floorspace completed</p>
Cambridge Science Park	<p>16,500m<sup>2</sup> business floorspace completed</p> <p>New Milton Road underpass complete</p>
Chesterton Sidings	<p>365 homes completed</p> <p>Cambridge Autonomous Metro to serve North East Cambridge</p>
St Johns Innovation Park	<p>9,400m<sup>2</sup> business floorspace completed</p> <p>New Milton Road underpass complete</p>
Trinity Hall Farm Industrial Estate	
Nuffield Road Industrial Estate	275 homes completed
Cowley Road Industrial Estate	<p>250 homes completed</p> <p>6,000m<sup>2</sup> new industrial and storage/distribution development completed</p>



Merlin Place	
Milton Rd Car Garage	
Cambridge Regional College	
Off-site	New bridge into Chesterton Fen Chesterton Fen Open Space Dualling of the A10

<b>Development area</b>	<b>2035 to 2040</b>
Anglian Water / Cambridge City Council site	1,122 homes completed 8,100m <sup>2</sup> of business floorspace completed Third primary school opens Secondary school opens (if required) New Linear Park (Phase 3)
Cambridge Business Park	
Cambridge Science Park	28,700m <sup>2</sup> business floorspace completed
Chesterton Sidings	
St Johns Innovation Park	9,400m <sup>2</sup> business floorspace completed
Trinity Hall Farm Industrial Estate	
Nuffield Road Industrial Estate	275 homes completed
Cowley Road Industrial Estate	250 homes completed 4,500m <sup>2</sup> new industrial and storage/distribution development completed
Merlin Place	120 homes completed
Milton Rd Car Garage	100 homes completed
Cambridge Regional College	
Off-site	

<b>Development area</b>	<b>Beyond the Plan period</b>
Anglian Water / Cambridge City Council site	
Cambridge Business Park	
Cambridge Science Park	13,000m <sup>2</sup> business floorspace completed
Chesterton Sidings	Off-site relocation and redevelopment of Aggregate Railheads  239 homes completed at former Aggregate Railheads site
St Johns Innovation Park	4,700m <sup>2</sup> business floorspace completed
Trinity Hall Farm Industrial Estate	
Nuffield Road Industrial Estate	110 homes completed
Cowley Road Industrial Estate	
Merlin Place	
Milton Rd Car Garage	
Cambridge Regional College	
Off-site	

## 7.10 Monitoring

When this Area Action Plan has been adopted, it will be important to ensure that the policies outlined in this document are meeting the vision outlined for North East Cambridge and its stated strategic objectives. This means examining the targets set in each policy and whether they are being achieved according to the stated monitoring indicator. Monitoring will also assess whether the assumptions behind the policies are still relevant and valid, and this will change due to new evidence. The planning authority will therefore follow the progress of the policies contained within the Area Action Plan by monitoring how successfully the objectives are being achieved.

A monitoring framework for the Area Action Plan will be detailed to establish the indicators and targets that will be used to monitor its progress. These will, where possible, be the same as those already used within the statutory Authority Monitoring Report for the South Cambridgeshire District Council Local Plan and the Cambridge City Council Local Plan. However, there will also be some more locally specific indicators and targets. The monitoring framework will be drawn from the sustainability indicators and targets outlined in the sustainability appraisal.

The framework will be used to monitor the AAP annually, and the results will be reported in the Authority Monitoring Report for Greater Cambridge. If the monitoring indicates that a change is required, some changes to the AAP could be enacted to ensure that the strategic objectives supporting the vision are achieved.

### 7.10.1 Draft monitoring framework

<b>Policy</b>	<b>Target</b>	<b>Monitoring indicator</b>
<b>A spatial framework for North East Cambridge</b>		
Policy 1: A comprehensive approach at North East Cambridge	Development should support the vision statement and strategic objectives	Monitoring of policies below
<b>Climate change, water and biodiversity</b>		
Policy 2: Designing for the climate emergency	All development to support the two councils' climate emergency declarations by delivering sustainable construction.	An increase in the number of non-residential completions delivered at BREEAM 'excellent'/'outstanding' with maximum credits for water consumption;
Policy 3: Energy and associated infrastructure	Delivery of zero carbon site wide infrastructure plan	Installed capacity of renewable and low carbon energy alongside

		<p>storage capacity and ev charge point capacity</p> <p>Amount of additional grid capacity required</p>
<p>Policy 4a: Water efficiency</p> <p>Policy 4b: Water quality and ensuring supply</p> <p>Policy 4c: Flood Risk and Sustainable Drainage</p>	<p>Developments to be water efficient, design out flood risk, and increase sustainable drainage.</p>	<p>An increase in the number of non-residential completions delivered with maximum BREEAM credits for water consumption;</p> <p>All new residential completions will be designed to achieve water consumption levels of no more than 110 litres/person/day moving towards 80 litres/person/day</p>
<p>Policy 5: Biodiversity and Net Gain</p>	<p>Deliver a minimum of 10% net gain in biodiversity value</p>	<p>Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline</p> <p>Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline</p> <p>Biodiversity enhancements to City and County Wildlife Sites</p>
<p><b>Design and built character</b></p>		
<p>Policy 6a: Distinctive design for North East Cambridge</p> <p>Policy 6b: Design of mixed-use buildings</p>	<p>Ensuring design quality of new buildings and creating principles for mixed use buildings.</p>	<p>Number of awards (shortlisted, finalist, winner) received</p> <p>Positive recommendations made to Planning Committee</p> <p>Floorspace approved</p>

<p><i>Figure 17: illustration showing proposed design approach to primary streets</i></p> <p><i>Figure 18: Illustration showing proposed design approach to secondary streets in higher density areas</i></p> <p><i>Figure 19: Illustration showing proposed design approach to secondary streets in medium density areas</i></p> <p>Policy 7: Legible streets and spaces</p>	<p>Streets to be welcoming places that conform to the strategic layout for key pedestrian and cycle routes of spatial framework</p>	<p>Number of new trees planted (net increase)</p> <p>Number and amount (m2) of new public space delivered</p>
<p>Policy 8: Open spaces for recreation and sport</p>	<p>Provision of open space in line with spatial framework</p>	<p>Monitor the amount and type of new and retained open space within NEC.</p> <p>Update to the Councils' Open Space and Recreation Strategy.</p> <p>Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.</p> <p>Open space delivered in relation to spatial framework</p> <p>Open space usage with survey</p>
<p>Policy 9: Density, heights, scale and massing</p>	<p>Densities and building heights should not exceed those identified as part of spatial framework</p>	<p>Number of awards (shortlisted, finalist, winner) received</p> <p>Positive recommendations made to Planning Committee</p> <p>Floorspace approved</p>
<p>Policy 10a: North East Cambridge Centres North East Cambridge Centres</p> <p>Policy 10b: District Centre</p>	<p>Establishment of distinct character areas in across the AAP.</p>	<p>Employment floorspace consented and delivered per centre</p>

Policy 10c: Science Park Local Centre		Residential units consented and delivered per centre
Policy 10d: Station Approach		Retail floorspace consented and delivered per centre
Policy 10e: Cowley Road Neighbourhood Centre		Community and cultural floorspace consented and delivered per centre
Policy 11: Housing design standards	Inclusion of private amenity for new homes, maximising design quality, and provision of wheelchair accessible homes.	Percentage of homes meeting minimum private amenity standards  Percentage of homes incorporating dual aspect  Percentage of wheelchair accessible homes
<b>Jobs, homes and services</b>		
Policy 12a: Business	Intensification of employment floorspace and consolidation of industrial floorspace with no net loss	Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).  Amount of new employment floorspace permitted and delivered (gross and net)  Number of new businesses registered
Policy 12b: Industry		
Policy 13a: Housing	Establishing high quality housing that fulfils local needs.	Net additional homes  Number of affordable homes delivered on-site  Net additional homes by district  Range of homes delivered
Policy 13b: Affordable housing		
Policy 13c: Housing for local workers		
Policy 13c: Housing for local workers		
Due to the significant affordability challenges for many local workers, it is expected that developments including		

<p>affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need.</p> <p>Development proposals for purpose built Private Rented Sector homes such as Build to Rent, which are offered to employers within and adjacent to NEC on a block-lease basis will be supported. This can include whole developments or parts of developments. These schemes still need to meet the 40% affordable housing target. (see also Policy 8d: Build to Rent).</p>		<p>Number of homes delivered for local workers</p> <p>Net additional Build to Rent dwellings</p> <p>Proportion of Build to Rent dwellings that are affordable</p> <p>Financial contributions secured and received towards off-site affordable housing</p> <p>Number of custom finished homes delivered on-site</p> <p>Number of visitor accommodation units provided on-site</p>
Policy 13d: Build to Rent		
Policy 13e: Custom		
Policy 13f: Short term/corporate lets and visitor accommodation		
Policy 14: Social, community and cultural Infrastructure	Provision of new school capacity, retention of existing sports facilities, and provision of new community, leisure and cultural uses.	<p>Catchment secondary school provision/capacity</p> <p>Monitor the amount of net floorspace for D1 and sui generis uses that fulfil a community or leisure use.</p> <p>Additional specific strategies for different types of formal sports may also be updated to monitor their delivery.</p>
Policy 15: Shops and local services	Balanced provision of shops and local services across the AAP area in designated district centres	Monitor the balance of floorspace, both committed and completed for the three categories: Convenience, Comparison, and Other

		Town Centre uses, in each centre.
<b>Connectivity</b>		
Policy 16: Sustainable Connectivity	Ensuring sustainable travel is the default option for residents and workers	Modal share for pedestrian, cycle, public transport users
Policy 17: Connecting to the wider network	Developers required to contribute to new and improved connections for non-motorised users	Number of new crossing points
Policy 18: Cycle Parking	Cycle parking to be provided in excess of the minimum standards set of the adopted Cambridge Local Plan (2018). At least 5-10% of cycle parking provision should be designed to accommodate non-standard cycles.	Number of cycle parking spaces provided for standard cycles and non-standard cycles  Number of cycle maintenance facilities provided
Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport	Three locations to provide passive provision for new metro system	Modal share for public transport users  Number of mobility hubs provided
•	Planning permission will be granted for delivery hubs up to 1,500m <sup>2</sup> , and consolidation of deliveries promoted for last mile deliveries to occur via electric vehicle or cycle courier	Number of delivery hubs provided  Mode share of delivery trips
Policy 20: Last mile deliveries		
Policy 21: Street hierarchy	Three different street types to promote sustainable travel	Number of vehicles using primary and secondary streets  Number of cars parking in undesignated places
Policy 22: Managing motorised vehicles	The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is: <ul style="list-style-type: none"> <li>• AM Peak: 3,900 two-way trips</li> <li>• PM Peak: 3,000 two-way trips</li> </ul>	Number of vehicular trips to / from North East Cambridge  Number of car parking spaces provided within North East Cambridge



	<p>For access on to Kings Hedges Road, the maximum vehicle trip budget is:</p> <ul style="list-style-type: none"> <li>• AM Peak: 780 two-way trips</li> <li>• PM Peak: 754 two-way trips</li> </ul> <p>maximum total provision of 4,800 employment related parking spaces accessed from Milton Road, and a further maximum of 1,160 accessed from Kings Hedges Road. For residential uses, a maximum site-wide parking standard of 0.5 spaces per household.</p>	Number of vehicles parking in adjoining streets within 2km radius
<b>Development process</b>		
Policy 23: Comprehensive and Coordinated Development	Coherent development where different land ownerships relate to each other and contribute to delivery of site objectives	Masterplans to accompany planning submissions
Policy 24a: Land Assembly Policy 24b: Relocation	Use of compulsory purchase powers if required to fulfil AAP objectives in public interest. Relocation of industrial floorspace to support consolidation and vision	Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).
Policy 25: Environmental Protection	Good quality environmental health across North East Cambridge	Biodiversity net gain
Policy 26: Aggregates and waste sites	Maintain aggregates facility in North East Cambridge, relocate the Veolia Waste Transfer Station, and create buffer of industrial uses around aggregates	Continued provision and mitigation of impacts

Policy 27: Planning Contributions	Finance early delivery of infrastructure, secure affordable housing, and mitigate impacts of development	Delivery of affordable homes  Delivery of infrastructure to support development
Policy 28 – Meanwhile uses	The delivery of services and amenities on a temporary basis to support placemaking aims	Numbers of different land uses permitted
Policy 29 - Employment and Training	Increased local participation in workforce and increased opportunities for upskilling and training for local people.	Developer contributions collected for skills and training (from S106)  Number of Employment and Skills Plan secured through S106 agreements  Developers should provide monitoring reports of implementation of their ESP  Employment land take-up  Working age population
Policy 30: Digital infrastructure and open innovation	Development that supports open innovation and the development of digital infrastructure	Delivery of smart buildings as defined by policy  Delivery of smart street furniture as defined by policy  Delivery of future mobility experiments  Council collation of open data

# Appendices, Acronyms and Glossary

Glossary: to be added

## Appendix xxx

### Indicative Development Capacities and Methodology

This appendix demonstrates how development will be delivered within the North East Cambridge AAP and indicates the broad distribution of growth in accordance with the policies of the AAP. The following table summarises pipeline supply and planned delivery on land in the AAP area for the period 2020/21 to 2040/41.

### Assumptions

On sites where planning permission has already been granted for major development (10+ Units or 1,000m<sup>2</sup>), but where material works have not been completed, the site has been identified within the housing and/or employment trajectories with the corresponding number of homes and/or floorspace that has been approved.

Where details of pre-application proposals are available and considered reasonable, the relevant housing capacity and employment floorspace have also been used to inform the site allocation.

For all other sites, the potential development capacity of the site has been estimated in accordance with the methodology described below. It should be noted that the development capacity attributed to each site is as an indicative minimum, not prescriptive. The number of dwellings and floorspaces that may be achieved on a site will be determined by many considerations such as design and layout, the size and type of the homes/employment units to be provided, relevant development plan policy requirements, site constraints, scheme viability as well as the site area available for development.

### Methodology

- The developable area for each development parcel has been calculated at 70%.
- Land uses have been assigned and proportioned to the net developable areas within each development parcel based on the AAP Spatial Framework, evidence base documents and the policies within the AAP.
- Development densities and housing mixes have been informed by relevant examples in the NEC Typologies Study (2020).
- The relocation and intensification of B2 floorspace from Nuffield Road to Cowley Road/Chesterton Sidings is based on light industrial uses arranged

over four storeys relating to the multi-level logistics and stacked industrial model of delivery.

- The relocation and intensification of B8 floorspace from Nuffield Road to Cowley Road/Chesterton Sidings is based on distribution arranged over two storeys.

### **Example 1: Development Parcel O**

**Parcel Area:** 5.71 hectares

**Total developable area:** 4.0 hectares

**Location:** District Centre

**Density matrix range:** 385 dwellings per hectare

**Mix:**

- 8% Retail
- 10% Employment (B1)
- 7% Community and Cultural
- 75% Residential

**Development Parcel Capacity:**

- 3,200m<sup>2</sup> of retail floorspace
- 16,550m<sup>2</sup> employment (B1) floorspace
- 2,800m<sup>2</sup> of community and cultural floorspace
- 1,155 new homes.

**Existing land uses on site:**

- 1,500m<sup>2</sup> Employment (B1) floorspace

**Therefore net capacity on this development parcel:**

- 3,200m<sup>2</sup> of retail floorspace
- 15,050m<sup>2</sup> additional employment (B1) floorspace
- 2,800m<sup>2</sup> of community and cultural floorspace
- 1,155 new homes.

### **Example 2: Development Parcel FF**

**Parcel Area:** 0.58 hectares

**Total developable area:** 0.4 hectares

**Location:** Cambridge Science Park

**Mix:** 100% Employment (B1)

**Development Parcel Capacity:** 13,766m<sup>2</sup> employment (B1) floorspace

**Existing land uses on site:** 4,950m<sup>2</sup> Employment (B1) floorspace

**Therefore net capacity on this development parcel:** 8,816m<sup>2</sup> new employment floorspace

### **Example 3: Development Parcel A1**

**Parcel Area:** 2.25 hectares

**Total developable area:** 1.58 hectares

**Location:** Station Approach Local Centre

**Mix:**

- 4% Retail
- 33% Employment (B1)
- 1% Community and Cultural
- 57% Residential
- 5% Car Barn

**Development Parcel Capacity:**

- 630m<sup>2</sup> retail floorspace
- 15,600m<sup>2</sup> employment (B1) floorspace
- 150m<sup>2</sup> community and cultural floorspace
- 205 residential units
- 4,000m<sup>2</sup> Car Barn (125 car parking spaces)

**Existing land uses on site:** 11,600m<sup>2</sup> surface car parking (450 car parking spaces)

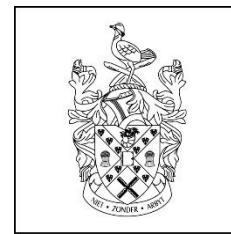
**Therefore net capacity on this development parcel:**

- 630m<sup>2</sup> retail floorspace
- 15,600m<sup>2</sup> employment (B1) floorspace
- 150m<sup>2</sup> community and cultural floorspace
- 205 residential units

**Delivery Summary within the North East Cambridge AAP during the Plan Period (Net)**

<b>Development Area</b>	<b>Residential units</b>	<b>M<sup>2</sup> employment</b>	<b>M<sup>2</sup> retail</b>	<b>M<sup>2</sup> Community and Cultural</b>	<b>M<sup>2</sup> Industrial</b>
Anglian Water / Cambridge City Council site	5,500	23,500	3,700	5,700	0
Cambridge Business Park	500	68,000	1,500	0	0
Cambridge Science Park	0	70,000	1,000	100	1,150
Chesterton Sidings	730	36,500	1,000	100	8,800
Cowley Road Industrial Estate	500	0	0	0	17,500
Nuffield Road Industrial Estate	550	0	0	0	0
St Johns Innovation Park	0	35,000	100	0	0
Trinity Hall Farm Industrial Estate	0	1,500	0	0	0
Merlin Place	120	0	0	0	0
Milton Road Car Garage	100	0	0	0	0
Cambridge Regional College	0	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>234,500</b>	<b>7,300</b>	<b>5,900</b>	<b>27,450</b>

# Agenda Item 8



South  
Cambridgeshire  
District Council

**Report to:** Cabinet 2 June 2020

**Lead Member:** Lead Cabinet member for Planning

**Lead Officer:** Joint Director for Planning and Economic Development

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## Greater Cambridge Local Plan: Issues & Options Feedback and next Steps

### Executive Summary

1. This report seeks to feedback on the Greater Cambridge Local Plan Issues and Options consultation – ‘The First Conversation’. This forms part of the early stages in preparing the next Local Plan for the area, being prepared jointly by Cambridge City Council and South Cambridgeshire District Council.
2. The report provides an overview of the consultation activities, how many people they reached and how many comments were received, confirming that the consultation reached a large number of people. While we are still processing and collating feedback and comments received from the consultation, but this report provides some high level information on some of the key questions asked. It then seeks to explore emerging lessons learned from the consultation, in terms of what went well, and what could be improved for future consultations.
3. The report also sets out the next steps for evidence preparation, including providing an update on the evidence commissioned to support plan making.
4. The report then explores the next steps for the preparation of the Local Plan. It considers:
  - Reasons to review the process and timetable
  - Approach to future plan making stages and engagement
  - Proposed changes to the timetable

5. A separate report on the agenda for this Cabinet meeting addresses updates to the Local Development Scheme, for both the Local Plan and the North East Cambridge Area Action Plan.

## **Key Decision**

6. Yes.
7. This is a key decision for both Cambridge City Council and South Cambridgeshire District Council. The Item is included in the Forward Plans for
  - Cambridge City Council Planning & Transport Scrutiny Committee 30 June 2020
  - South Cambridgeshire Cabinet 29 June 2020

The key decision was first published in the May 2020 Forward Plan.

## **Recommendations**

8. It is recommended that Cabinet:
  - (a) Note the report on Initial Feedback from the First Conversation consultation included at Appendix 1;
  - (b) Agree additional informal member and stakeholder engagement and Preferred Options stages be added to the Local Plan making process;
  - (c) Agree the approach to addressing the Duty to Cooperate included as Appendix 3 to this report, subject to any material changes necessary as a result of consultation with Duty to Cooperate bodies.

## **Reasons for Recommendations**

9. Cambridge City Council and South Cambridgeshire District Council are preparing a joint Greater Cambridge Local Plan.
10. Having considered early results of the Issues & Options consultation and a range of other considerations as set out in this report, it is proposed that a revised process to preparing the Local Plan is necessary and appropriate to enable evidence to be fully developed and to ensure positive and effective engagement with stakeholders and communities as the preferred approach to the new Local Plan is developed.
11. Cabinet are invited to note the initial findings of the Issues and Options consultation, and to comment on the recommended changes to the stages of plan making and implications for the timetable.

## **Details**



## **Background: The Greater Cambridge Local Plan**

12. Through the City Deal with Government in June 2014, Cambridge City Council and South Cambridgeshire District Council committed to develop a joint Local Plan for the Greater Cambridge area.
13. Both councils adopted their current Local Plans in 2018. Both plans include a shared policy commitment to produce a joint Local Plan via an early review of those plans, in particular to update the assessment of housing needs, review the progress of delivering planned developments (in particular the new settlements at Waterbeach and Bourn Airfield), and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers. A Greater Cambridge Local Development Scheme was adopted in October 2018.
14. The engagement process for the new plan started last year with an independent Lessons Learned and Good Practice review, engaging with key stakeholders via structured discussions looking back at the previous Cambridge and South Cambridgeshire Local Plans in terms of processes and outcomes. In addition, in July and September 2019, Greater Cambridge Shared Planning Service held a series of Local Plan workshops across South Cambridgeshire and Cambridge.
15. This early engagement informed preparation on an issues and options public consultation, run for six weeks in January and February 2020. The 'First Conversation' consultation explored important issues that will influence how the Local Plan is developed, giving people the opportunity to inform and shape its direction before it is drafted.

## **The First Conversation – Initial findings**

16. Through the use of a variety of consultation channels, and using a digital-first approach, the First Conversation consultation reached a large number of people. We are still inputting comments received via email to the database and a full report with in-depth analysis will be made available when this process is complete. Appendix 1 to this report provides an initial overview of the reach of the consultation and the feedback received.
17. A large volume of responses and comments were received from a range of sources, both through the Councils website, via email, social media, and at our roadshow events. In addition, over 300 people attended the Big Debate at the Corn Exchange in Cambridge.
18. The First Conversation included seven 'big themes' grouped into two sets – those which were considered to cover the 'how' of the Local Plan (Climate Change, Biodiversity and Green Spaces, Wellbeing and Inequality and Great Places) and those which were considered to cover the 'what' of the Plan (Jobs, Homes and Infrastructure).

19. On the big themes, the majority of respondents supported the approach. There were a wide range of views on how the themes should be ranked. The where to build question also divided opinion, with densification of existing urban areas coming out as most preferred, but some support for all the choices stated.
20. When the Councils started the plan making process they set out with an aim to put community engagement at the heart of the process. A range of new measures we put in place, and ideas for consultation tested, seeking to take an innovative and engaging approach to consultation. This has widened the reach of the consultation and resulted in a broader level of engagement.
21. Having tried new ways of engaging with people it is important that we consider lessons learned. Appendix 1 includes a review of what worked well, and whether there is still room for improvement. We receive positive feedback on our use of graphic and plain English approach, but some considered we could do more to present often complex information. Our new website attracted a lot of interest, and we are looking at how we can further improve the user journey.
22. We will consider how we can apply these lessons learned to future consultations. This includes for the upcoming North East Cambridge Area Action Plan consultation.

## **Approach to Call for Sites Submissions**

23. The Government requires local planning authorities to conduct a 'call for sites' exercise as a key component of the Strategic Housing and Economic Land Availability Assessment to inform policies in the new Local Plan for housing, employment and other uses. The Councils carried out a 'Call for Sites' consultation in Spring 2019. The opportunity to submit further sites was then included in the 'First Conversation' consultation. The consultation also included an opportunity to submit sites for Green spaces, reflecting that one of our big themes was 'Biodiversity and Green Spaces'.
24. It is planned to publish the full list of sites on the Councils' local plan website in the summer once the new sites received through the First Conversation consultation have been processed.
25. It is important to stress that the site submissions will have no planning status at this stage. They will be subject to assessment of their planning merits and consideration of how well they fit with emerging preferred development strategy in due course before sites proposed to be allocated in the plan are identified for consultation. We will engage with local members, parish councils and residents associations before the lists are published to ensure a full understanding of how these sites are being considered.

## **Developing the Evidence Base**

26. The Councils are gathering the appropriate level of evidence to inform the preparation of the Local Plan, as required by national policy. The First Conversation consultation included a list of topics where further research would be commissioned. Many studies are commissioned from external consultants who have a particular expertise on a topic or issue. Significant progress has now been made on procuring key studies. A list of the studies, and who will be undertaking them is included in Appendix 2 of this report. This list will also be maintained on the Local Plan website.

## **Reasons to review the process and timetable**

27. The Councils must keep up to date a statement of the statutory development plans they are preparing and the timetable for them. The commitment to preparing the Greater Cambridge Local Plan is included in the Greater Cambridge Local Development Scheme (LDS), which was adopted in October 2018 (with limited update in November 2019 to reflect the actual start date for Issues and Options consultation). It included the timetable and key public stages proposed for the preparation of the Local Plan that has been intended up to now. The document makes clear that the LDS will be updated or reviewed where the need to do so is identified.

28. Since the preparation of the timetable in 2018 a range of issues have arisen which need to be considered when programming the remaining stages of the plan making process:

- The Councils' declaration of a Climate Emergency and Biodiversity Emergency, and the complexity of these issues for plan making;
- Lessons Learned and Good Practice review (September 2019), including the recommendation to front-load the plan making process;
- Experience from the 'First Consultation' consultation and a desire by members for an inclusive and engaging plan making process before the local plan is drafted;
- Findings from other Councils "failed" Local Plan process around the country, and the need to front load and develop a comprehensive evidence base and to ensure that reasonable options have been properly tested and understood before a preferred development strategy is identified (this is not something that can be retrofitted to a plan later in the process so must be properly undertaken in the early stages);
- The increased obligation created by the legal Duty to Cooperate requirements; particularly given the significant role that Greater Cambridge plays in the wider geography, including the Combined Authority area and the OxCam Arc. Also, there is growing evidence of planning inspectors' approach to testing compliance with the Duty at examinations elsewhere in the country – this legal compliance issue is tested on the first day of the public examination and any shortcomings cannot be addressed retrospectively.
- The publication of the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and the role it sees for Greater Cambridge

in the ambitions of the Combined Authority to double GVA in Cambridgeshire and Peterborough;

- The HIF funding announcement for North East Cambridge and implications of the Development Control Order (DCO) process in demonstrating the delivery of this major brownfield site, already allocated for development in the adopted Local Plans 2018.
- Emergence and timing of major infrastructure proposals like CAM and East West Rail and the role these could play in the development strategy for the area;
- New government requirements from the NPPF 2019 for plan making;
- Impact of Covid19 including delays to some evidence base preparation requiring surveys and the postponement of Cambridge City Council elections.

29. All these factors have led officers to the view that a proposed change to the key stages in preparing the new Local Plan and the timetable for that should be put to members for consideration.

### **Changes to the plan making process**

30. The current adopted Local Development Scheme envisaged the next public stage would be consultation on a draft Local Plan (still at the regulation 18 issues and options stage). However, there is a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process, and also reflecting on the changing context above, it is recommended to now include the following additional stages of plan making. This is to ensure there is time to properly develop the robust evidence base, carry out the necessary identification and testing of options and assess their respective impacts, and enable comprehensive engagement in plan making that addresses the complex challenges facing the Cambridge area before the draft Local Plan itself is drafted for consultation.

- **Additional informal Member and stakeholder engagement (Autumn 2020)** – An opportunity to feedback, and seek views on, key findings of the range of evidence that has been commissioned (e.g. Climate change, green infrastructure, water, transport, jobs and homes), the findings of the Sustainability Appraisal of strategic options, and what these mean for the strategy choices available. This would not be a full public consultation but a targeted stakeholder engagement, similar to the one carried out in summer 2019 that helped inform the First Conversation consultation. This would reflect the Councils' desire for engagement and transparency in the process of developing the preferred strategy for the new Local Plan. This stage would include:
  - Joint Local Planning Advisory Group meeting in October 2020 to receive a report publishing key findings from the evidence work and testing of options, and the outcomes of the assessment of a range of growth levels and spatial strategy options.
  - Stakeholder engagement workshops in November/December 2020 with a range of stakeholders, including: members, parish councils and residents associations, statutory consultees and key interest

groups, landowners, developers and planning agents, and businesses. Duty to cooperate meetings would also take place at this time (see separate section below).

- **Additional stage of Public Consultation on Preferred Options (Summer/Autumn 2021)** - an additional stage is proposed to enable public consultation on the emerging preferred approach to be taken by the Local Plan to key strategic issues, and for those views to be considered before detailed policies are drafted. It would include an explanation of the options tested and how they have been assessed to identify proposed preferred options. It will allow the emerging preferred approach to be tested with the public and wider interests prior to confirming the preferred strategy for the new Local Plan and the drafting of detailed policy wording in a full draft Local Plan. The Preferred Options would include:
  - proposed levels of development of jobs and homes
  - the preferred spatial development strategy
  - specific site allocations
  - the preferred approach for key policy topics for the plan (potentially those that will be defined as the strategic policies in the plan) such as climate change targets and requirements on development to address climate impacts, affordable housing thresholds, approach to development in villages, etc.
  - Other options considered but not taken forward and reasons why they are proposed to be rejected.

### **Relationship with North East Cambridge**

31. As well as the Local Plan, the Councils are jointly preparing an Area Action Plan for North East Cambridge (see separate report on this agenda). The timing of the AAP has the potential to impact on the timetable for the later stages of the Local Plan preparation process, depending on the strategy of the Local Plan. This is explored in detail in the separate report to this meeting on the Local Development Scheme and the implications are also addressed in the timetable section below. If the process for both plans is aligned for later stages, there is also the potential for the Councils to keep under review whether it is appropriate to merge the AAP into the Local Plan at the Proposed Submission stage, if that is the most appropriate thing to do at that point in time in terms of timescale, resources and budget.

### **Relationship with Major Infrastructure Projects**

32. The Councils' aim remains to respond constructively to the opportunities that the Greater Cambridge area offers and to deliver a robust plan which responds to these issues, as well as the other big themes raised in the First Consultation, such as responding to climate change. The issues facing the Greater Cambridge area are particularly complex, including a number of major infrastructure proposals being developed by other organisations that could provide significant opportunities for the area.
33. Government messaging regarding substantial growth in the East West Rail corridor will require consideration of the growth agenda in the LP process. Under

the current timetable for East West Rail, the preferred station location may not be known until after Local Plan Preferred Options decision on site allocations (summer 2021), but we expect to know the options being considered. The East West Rail DCO is currently expected to be submitted for examination before the GCLP Proposed Submission consultation with the outcome to be known before Local Plan adoption. The East West Rail company expect the new railway to be operational by 2030. This project will need to be kept under review in terms of the impact on the Local Plan strategy.

34. Based on the Strategic Outline Business Case the Cambridge Autonomous Metro will reach, subject to approvals and funding, a Full Business Case in mid-2022, and the outcome of a transport and works act application by mid 2023.

### **Impact of COVID19 on the plan preparation timetable**

35. Whilst the planning department is taking steps to minimise the impact on service delivery, there are aspects of local plan preparation that will be affected. Most of the evidence preparation can continue, but certain projects will be directly impacted. For example, an update of the Gypsy and Traveller Accommodation Needs Assessment has been jointly commissioned with other councils in the area, but due to the need to carry out face to face household surveys, the project has been delayed. There will also be a need to keep under review the need to update some evidence document to take account of the impacts of Covid-19. This will be done at an appropriate point to inform key stages in plan making whilst learning from the actual impacts of Covid-19.
36. Other aspects of plan making could be impacted. For example, the Duty to Cooperate requires us to work with a range of stakeholders and neighbouring districts. This was planned to have been done with workshops and face to face meetings starting over the summer. Looking further ahead, more general stakeholder engagement and public consultation could be affected. Councils are already adapting to different ways of continuing with formal meetings and wider engagement.
37. The impacts of COVID19 are changing on an almost daily basis. It is difficult at this stage to be certain on the full implications for the plan making timetable and it will be kept under close review and if necessary the need for any further updates to the timetable would be brought back to members for consideration.

### **Proposed revised Local Plan timetable**

38. The current LDS needs to be updated now, but the programme for the later stages of plan making needs to reflect the current complexity in an appropriate way. At this time it is considered there could be two scenarios for the way the latter stages of plan preparation could take place:

- Option 1 - Local Plan runs ahead of the North East Cambridge Area Action Plan

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that did not include reliance on the NEC site or

which could allow for the AAP to follow on without undermining the soundness of the Local Plan, there would be potential to progress the Local Plan to the Proposed Submission stage in Spring 2023 (or sooner if practicable). The plan would be Submitted in Autumn 2023, followed by public examination. The timing of the examination is in the hands of the independent Inspector. This alternative scenario could achieve an overall timescale that is 6 months or more quicker than option 2.

- Option 2 – Align the Local Plan and the North East Cambridge AAP processes

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the WTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge. This would mean that Proposed Submission publication of both plans would take place in Autumn/Winter 2023, and submission for Examination in Spring 2024 (based on the current DCO timetable). The timing of the remainder of the Local Plan process is in the hands of the Inspector.

39. The timing of the Proposed Submission stage and beyond will be kept under close review and refined when there is greater certainty over the timetable. A separate report on this agenda deals with a formal update to the published Local Development Scheme to give effect to this updated process and timetable.

## **Duty to Cooperate**

40. By law the Councils are required to engage effectively and on an ongoing basis with a range of authorities and statutory bodies under the Duty to Cooperate. To demonstrate this effective and ongoing engagement, the National Planning Policy Framework (NPPF) requires the Councils to produce a Statement of Common Ground with relevant parties at key stages in the Local Plan process.

41. A proposed approach to meeting the Duty to Cooperate has been prepared and is attached as Appendix 4. It proposes that engagement on the duty to cooperate should include:

- Letters to the Duty to Cooperate bodies seeking views on the proposed approach to be taken to the duty to cooperate, including confirming the strategic cross-boundary matters relevant to Greater Cambridge
- Initial bilateral officer level duty to cooperate meetings with neighbouring councils and the three key statutory bodies (Environment Agency, Historic England and Natural England) to establish relationships, and to begin more detailed substantive discussion of the relevant strategic matters

- A Duty to Cooperate roundtable forum to be established to meet at key stages in the process involving all the proposed signatories and key statutory bodies to discuss duty to cooperate issues in the round, with an officer meeting immediately followed by a member meeting. This reflects advice from the author of the PAS Local Plan Toolkit. The first of these meetings is proposed to be held in Summer 2020, once we have reported the consultation responses to Members in June and updated the LDS. A second forum could be held alongside the stakeholder engagement in Autumn 2020 on the evidence and options.
- Further bilateral meetings with relevant bodies if required to address substantive strategic cross-boundary matters on an ongoing basis, to include lead Member meetings as appropriate.

42. It is proposed that the Statement of Common Ground will be a single overarching document covering all strategic matters, with duty to cooperate bodies signing up only to sections relevant to them. At all points in the process there is the potential that if discussion of specific strategic matters become complex there would be scope for appending additional topic-specific Statements of Common Ground with relevant parties.

### **Consideration of this report by the Joint Local Plan Advisory Group**

43. The Joint Local Plan Advisory Group (JLPAG) on 2 June 2020 also considered this report. There was discussion regarding learning lessons from the consultations to inform future consultations. The additional time taken to carry out additional plan making stages was acknowledged, but also the benefits of additional stages in terms of engagement regarding the plan strategy and the complex choices that need to be addressed. There was also discussion about wider timetable issues and the Local Development Scheme, covered by the other report on this agenda. JLPAG endorsed the recommendations of the report.

### **Options**

44. Cabinet may decide to:

- a) Agree to the changes proposed to the plan making stages, and revisions to the timetable, and /or the approach to the Duty to Cooperate, without any amendments; or
- b) Agree to changes proposed to the plan making stages, and revisions to the timetable, and /or the approach to the Duty to Cooperate, incorporating amendments; or
- c) Not agree to changes proposed to the plan making stages, and revisions to the timetable, and / or the approach to the Duty to Cooperate.



## **Implications**

45. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

### **Financial**

46. Currently anticipated to be within current budgets. This will be kept under review alongside other work priorities

### **Legal**

47. The review of the Local Plan process has been prepared with a view to ensure a legally compliant plan that is capable of being found sound at examination.

### **Staffing**

48. Currently anticipated to be delivered within our existing budgets. This will be kept under review alongside other work priorities.

### **Risks/Opportunities**

49. The Local Plan is a key corporate priority and will be monitored against the timetable to be set out in the updated Local Development Scheme (see separate report on this agenda).

### **Equality and Diversity**

50. Equalities Impact Assessment was carried out on the First Conversation consultation and can be viewed on the Local Plan website. For future plan making stages this will be updated.

### **Climate Change**

51. The Local Plan provides an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal as the plan is prepared. One of the big themes for the plan identified in 'The First Conversation' is climate change. Evidence has been produced to inform the plan, including a study on how the plan can assist with the journey towards net zero carbon.

### **Consultation responses**

52. None.

## **Alignment with Council Priority Areas**

### **Growing local businesses and economies**

53. The development plans will consider the needs of the local economy, and aim to respond with appropriate policies.

### **Housing that is truly affordable for everyone to live in**

54. The development plans will consider the need, and identify land for new housing. This will include the need for different types and tenure of homes, including affordable housing.

### **Being green to our core**

55. As references in the climate change section above, responding to climate change is a significant issue for the development plans to consider.

### **A modern and caring Council**

56. The proposed approach to engagement and participation on the Local Plan supports the Council's priority of being a modern and caring Council. The aim is to put community engagement at the heart of the Local Plan development process, reaching all parts of the community within Greater Cambridge.

## **Background Papers**

Documents related to the Greater Cambridge Local Plan Issues and Options 2020: The First Conversation are available to view on the Local Plan webpage at: [www.greatercambridgeplanning.org](http://www.greatercambridgeplanning.org)

Greater Cambridge Local Plan: Lessons Learned and Good Practice – published on the following committee agendas:

[South Cambridgeshire Cabinet 6 November 2019](#)

[Cambridge Planning and Transport Scrutiny Committee 7 November 2019](#)

## **Appendices**

Appendix 1 - The First Conversation – Initial Feedback from the Consultation

Appendix 2 - Greater Cambridge Local Plan – Supporting Evidence Update

Appendix 3 - Duty to Cooperate - Proposed Approach

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## **Appendix 1**

### **The First Conversation – Initial Feedback from the Consultation**

#### **Introduction**

1. On Monday 24 February 2020 a six week consultation ended on the [Greater Cambridge Local Plan – The First Conversation](#). We asked about the kind of place we want Greater Cambridge to be in the future. It explored the ‘big themes’ – climate change, biodiversity, social inclusion and great places - that will influence how homes, jobs and infrastructure are planned, and where growth might go.
2. The First Conversation explored important issues that will influence how the Local Plan is developed, giving people the opportunity to inform and shape the direction of the Local Plan before it is drafted.
3. This paper is an initial overview of the reach and findings of the Issues and Options consultation based on interim analysis. We are still inputting comments received via email to the database and a full report with in-depth analysis will be made available, along with the datasets, when this process is complete.

#### **Reach and success of consultation methods**

4. The First Conversation consultation reached far more people than ever before. We are still compiling final verified statistics but at this stage we estimate that:
  - Over 300,000 people saw a social media post about the Local Plan
  - Our specially commissioned videos about the Local Plan had over 396,964 views across social media platforms including Youtube, Facebook and Instagram.
  - We had nearly 5,000 unique visitors to the Local Plan webpages during the consultation period, who spent an average of 4 minutes exploring the website. In total we achieved over 32,000 unique pageviews<sup>1</sup> of the website content.

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<sup>1</sup> Unique pageviews counts a unique user visiting a specific page. The user may visit that page more than once, but the additional visits are not counted.

- We reached over 6,000 people through our pop-up ‘roadshow’ events, and many more were reached through other meetings and briefings, including two events for the Gypsy and Traveller community, presentations to residents associations and parish councils, and to other stakeholder groups.
  - 300 people attended the Big Debate at the Corn Exchange in Cambridge.
5. At this stage, we estimate that the following numbers of representations have been received:
- Around 1000 comments via the Local Plan website (each comment is a single answer to a single question, one respondent may answer many questions)
  - Around 3,000 comments submitted via email (a comment is a single answer to a single question, one respondent may answer many questions.)
  - Around 2,800 comments submitted through our Opus 2 Consult system by registered users, mainly planning agents. Agents acting for different clients have frequently submitted identical wording several times as a response to a question. This is not unusual and it is worth noting that weight of numbers alone does not determine the weight ascribed to a particular view expressed.
  - 266 detailed comments taken down at the roadshow events.
  - Over 350 comments on social media.
  - Around 200 new sites submitted through the Call for Sites questions as part of the consultation – this will be added to the sites submitted earlier in the process, which total around 550.
6. We also measured the diversity of our respondents, through a voluntary survey to collect demographic data. This shows that we reached a good representation from protected characteristics, including 12% reporting mixed or non-white ethnic backgrounds, and particularly a disproportionately high number of people who reported either physical or mental health conditions – 22%. This confirms what is already widely understood, that digital engagement is more inclusive of those who have differing physical and mental needs as it can be accessed in their own time and space, and using different technologies (e.g. screen readers) to suit

individual requirements. It is, however, worth noting that this is a relatively small sample size, of 193 respondents, as the survey was voluntary. We will be using this as a baseline to measure further engagement against.

### **Initial findings from feedback**

7. The following feedback is based on analysis of the approx. 1000 comments received via the Local Plan website, and an initial overview of the comments received via the Opus 2 consult system and via email, although this analysis is not yet complete.

### **The Big Themes**

8. The framework for the First Conversation included seven 'big themes' grouped into two sets – those which were considered to cover the 'how' of the Local Plan (Climate Change, Biodiversity and Green Spaces, Wellbeing and Inequality and Great Places) and those which were considered to cover the 'what' of the Plan (Jobs, Homes and Infrastructure).
9. Overall among the themes, more people visited the webpages for Infrastructure than any of the other six themes – by a substantial margin. The second most visited theme was Homes, followed by Climate Change. The least visited page was Great Places, with less than half the number of pageviews compared to Infrastructure. This is reflected in the much higher number of responses to questions in the Infrastructure section placed across all platforms, than to questions in the other 'big themes' sections. It is clear from the responses, that primarily the 'infrastructure' that respondents were seeking information about, and to comment on, was transport infrastructure.
10. We asked respondents whether they agreed with the proposed seven big themes for the plan. This was broadly supported, with over two thirds of respondents on the 'agree' side and one third on the 'disagree' side of the response scale. There was little difference in the range of responses received via the website, and via Opus 2 Consult and email.

11. We asked respondents how they would rank the themes in the first group. Views were very varied. Across all kinds of comment, answers ranked Climate Change top, followed by Wellbeing and Social Inclusion, Biodiversity and Green Spaces and Great Places. However, website comments [a small number of the total for this question] favoured Great Places and Biodiversity and Green Spaces, with Climate Change dividing opinion. Comments via email and Opus 2 Consult very strongly favoured Climate Change, and strongly disfavoured Great Places.
12. There were several comments which disagreed with the way the themes had been grouped, and felt that housing, jobs and infrastructure were not qualitatively different from climate change, biodiversity and green spaces, wellbeing and social inclusion, and great places. These comments suggested that the opportunity should have been given to rank all seven in terms of priority so that those who considered that jobs, homes or infrastructure were a priority over the other themes, could have expressed this view. Several comments also stated that the themes clearly overlapped a great deal so prioritising them was not possible.

### **Where to Build**

13. We asked respondents to tell us their preferences for where new development should be located. Densification of existing urban areas was ranked most highly – twice as many people ranked it as their top preference, compared to the next most popular option, which was Public Transport Corridors. Overall, if a first or second place ranking is taken as indicative of a preference, the order of preference was:
- Densification (27%)
  - Public transport corridors (20%)
  - Edge of Cambridge – not in green belt (19%)
  - Dispersal – Villages (14%)
  - Edge of Cambridge – in greenbelt and Dispersal – new settlements (both 10%)



14. Respondents felt as strongly about where they did not want to see new development as where they would like to see it – many options saw more respondents ranking them 6<sup>th</sup>, than ranked them first, indicating that respondents might be unsure about their preferred option but felt strongly about their least preferred. Dispersal – New Settlements was ranked 6<sup>th</sup> most often, with Dispersal – Villages as the second least preferred.
15. Many agents and statutory consultees commented that a blend of the different locations for growth will be required to meet the level of housing growth anticipated, and for that to be achievable under the tests for housing delivery. Comments also highlighted that public transport would be a key consideration for any sites for growth.
16. Comments around villages were strongly polarised, with some respondents strongly in favour of sustainable growth in rural areas, while others objected strongly to any dispersal of growth outside the city and city fringe areas. Several respondents raised the lack of facilities, including transport links, into villages, and noted that some sustainable growth could help support and provide these services.
17. New settlements also divided opinion, with some commenting that the length of time they take to build out, and the quality of place that was created, did not result in a sustainable community but made residents car-dependent.
18. Comments on the Green Belt were very varied. While overall, views from members of the public and community groups appear to view Green Belt release negatively, this was not universal and some members of the public were strongly in favour due to sustainability arguments, if locations with good sustainable transport accessibility was chosen. Overall, across all responses, Green Belt release which provided a more sustainable development option by reducing travel distance, helping to reduce climate impacts (question 37) was in fact supported. Several responses stated that if Green Belt release was to take place, new areas should be incorporated into the Green Belt to compensate, or that green corridors into the city centre should be retained.

## **Other key questions**

19. We asked respondents to tell us if we had chosen the right proposed end date for the new Local Plan. This was well supported by respondents via the website, of whom 70% responded 'agree' and a further 12% 'strongly agree'. Of responses via email and the Opus system, responses were more mixed, although on balance, more agreed with the end date than disagreed. Overall, 48% of respondents either 'agreed' or 'strongly agreed' with the end date, 28% either 'disagreed' or 'strongly disagreed' and 10% neither agreed nor disagreed.
20. We asked respondents how important they felt continuing economic growth was to the Local Plan. Respondents via both the website and Opus 2 consult answered that strongly that it was important – nearly 60% responded 'very important' and a further 14% that 'somewhat important'. However, this is interesting as many written comments throughout the consultation questions raised questions around whether growth was desirable. These respondents perceived an inherent contradiction between continuing growth, reaching net zero carbon, wellbeing of residents, or preserving the character and landscapes of the area, or all three. The perception that the city is already 'choked' and could take no more growth, was expressed. Some respondents felt that the 'standard method' for calculating the housing growth required, should be challenged. Some comments stated that wellbeing, including mental health and happiness, was a priority above growth, while others expressed the view that economic growth was the means to raise quality of life.

## **Key emerging issues**

21. Climate change and the net zero carbon target are clearly seen as highly challenging and also contentious. Some comments expressed the view that meeting the net zero carbon was fundamentally incompatible with continued growth, and that the 'existential threat' of climate change should be the overriding priority to address. Others expressed the view that prosperity could only be assured by addressing climate change.
22. Transport is clearly a very high priority and concern. The need for public transport improvements and a reduction in road congestion was raised in many comments.

Cycling infrastructure also attracted a lot of comments, asking for the protection existing cycle routes and extending the cycle network. While the Councils are not the transport planning authority, this highlights the need for a clear and coherent transport plan for Greater Cambridge which can, from the perspective of our communities, be fully joined up with the emerging Local Plan.

### **Lessons Learned for Future Consultations**

23. The consultation showed that with the right approach we can achieve much wider reach and a broader level of engagement than we have done historically. Investment in social media promotion was clearly useful and we received positive feedback on the plain English approach and quality of graphic and online presentation, as well as some criticism that it was still too complex and difficult to understand. It is clear that there is a huge appetite from communities and stakeholders to engage and participate in shaping the Local Plan. Some comments were received that the six week consultation period was too short for everyone to be able to absorb the information and participate. In the future, to maximise participation, where practicable it may be possible to consider a longer period, and to do even more pre-publicity and communications in the lead-up to the formal start of consultation.
24. We experimented with the format of questions and how easy it was to submit responses. We have not completed a full analysis yet but it appears that providing an easier 'user journey' did result in more responses being submitted, but there was still some criticism that the process of commenting could be easier, and that there were too many questions to answer. We are learning from this for the upcoming North East Cambridge Area Action Plan consultation, working with our IT providers, to develop a more seamless 'user journey' within their system and a shorter list of ten key questions that we aim to be easy to answer.
25. We would like to encourage as many representations as possible to be submitted online. Whilst we cannot refuse representations that do not follow a particular format or use the web based systems, we need to continue to encourage some planning agents who submit large volumes of material to make their submissions

easier to process. Receipt of this material by email is time consuming and resource intensive. We will raise the issue at a future agents forum.

26. We received positive feedback on the roadshow and Big Debate as well as some comments that the 'traditional' format of drop-in exhibitions was missed. We have learnt which venues for pop-ups are most successful and where we could have done more in certain geographic areas.

27. The team's view is that the wide reach and signposting to the online content did attract a more diverse range of respondents, and online content is more accessible to users with varying physical and mental conditions. We can build on this through using other new tools such as Facebook Live, webinars, more video content and more outreach through channels of communication run by community groups, particularly as a level of social distancing looks to be normal for a significantly longer period. This presents some challenges in terms of monitoring and data gathering as well as meeting statutory requirements to evidence that comments have been sought and received from the groups required under the regulations. We are working on methods and messaging to assist with this.

28. However in broadening reach and aspirations for our engagement across our communities we must be aware that comments were also received about consultation fatigue and confusion between the many different consultations ongoing across different statutory authorities in the area. Respondents who were not professional agents or representatives of statutory bodies, evidenced some confusion and lack of understanding about the statutory context for the Local Plan – not surprising given the complex nature of local government in the region. In particular, there was evidence of confusion between the Greater Cambridge Partnership and the Greater Cambridge Local Plan. It is also clear that some respondents do not understand which authority manages which area of responsibility, for example transport, education or health planning.

29. It is challenging to respond both to the demand for more and better quality information and opportunities to comment, alongside mitigating consultation fatigue when the many issues and schemes being consulted on are each very complex and interrelated. Increasing the broad understanding of planning issues

in the community through clear information and education about how planning works, and seeking deeper engagement from a smaller number of representatives from the wider community through focus groups and similar, could address this somewhat and are issues we are considering in our wider programme of community engagement around the Local Plan and other planning frameworks.

#### Next Steps

30. We are preparing a full analysis of all the representations, both quantitatively and qualitatively. This will include a summary report, with graphics to visually represent findings, alongside a full analytical report, for publication along with the background information that support them. This will be available to support the stakeholder engagement planned in Autumn 2020, will be published on our website, and we will notify those who requested to be kept informed of local plan stages. We will also be publicising this via social media.

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## Appendix 2

# Greater Cambridge Local Plan – Supporting Evidence Update

As at 13 May 2020

**Evidence work commissioned: Format is ‘Study Name (Supplier)’**

- Sustainability Appraisal (Land Use Consultants)
- Habitats Regulations Assessment (Land Use Consultants)
- Zero Carbon Study (BioRegional)
- Employment Land Review (GL Hearn)
- Housing needs of specific groups (GL Hearn) (Jointly with other Cambridgeshire Authorities)
- Build to Rent Research (Savills / Arc4)
- Green Infrastructure Strategy (Land Use Consultants)
- Infrastructure Delivery Plan (Stantec)
- Viability Study (Aspinall Verde)
- Transport evidence baseline and Modelling (Cambridgeshire County Council)
- Strategic Flood Risk Assessment & Water Cycle Study (Stantec + Independent academic reviewer)
- Gypsies & Travellers Accommodation Needs Assessment Update (RRR) (Jointly with other Cambridgeshire Authorities)
- Retail & leisure evidence (Urban Shape)
- Housing and economic land availability assessment (HELAA) (Internal)
- Greater Cambridge Green Belt Review (LUC)
- Greater Cambridge Housing Numbers (GL Hearn)

- Greater Cambridge Landscape Assessment (Chris Blandford Associates)

**General on-going advice commissioned**

- Legal soundings (Douglas Edwards QC & Alexander Greaves)
- Plan making good practice advice (DAC Planning)



# Appendix 3

## Greater Cambridge Local Plan: Duty to Cooperate & Statement of Common Ground proposed approach - For Consultation

May 2020

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# 1. Introduction

The duty to co-operate in relation to planning for sustainable development was created in the Localism Act 2011 and amends the Planning and Compulsory Purchase Act 2004 accordingly. It places a legal duty on local planning authorities, county councils and other prescribed bodies to co-operate with each other to address strategic cross-boundary matters relevant to their areas. The duty requires on-going constructive and active engagement on the preparation of Local Plans and other activities relating to sustainable development and use of land. At Local Plan examination, the statutory duty to cooperate is considered by the Local Plan inspector as a standalone test separate to consideration of the soundness of the Plan.

Paragraphs 24-27 of the National Planning Policy Framework, and supporting guidance in [Planning Practice Guidance](#), set out requirements relating to maintaining effective cooperation. Plan-making activities addressing these points will help demonstrate that the statutory duty to cooperate has been fulfilled, but they are primarily national policy requirements, tested by the Local Plan inspector in relation to the soundness of a plan. Requirements include:

- The need for strategic policy-making authorities to identify the relevant strategic matters which need to be addressed in plans;
- The need for strategic policy-making authorities to collaborate with other strategic policy-making authorities, and to engage with other relevant bodies<sup>1</sup>;
- Effective and on-going joint working to produce a positively prepared and justified strategy;

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<sup>1</sup> The NPPF lists the following as relevant bodies: Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected Mayors and combined authorities (in cases where Mayors or combined authorities do not have plan-making powers). Note that engagement between local planning authorities and neighbourhood planning bodies is not covered by the duty to cooperate.

- Joint working should help to determine whether additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere; and
- The need to prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these (these should be made publicly available throughout the plan-making process to provide transparency).

This document sets out the proposed approach to addressing the duty to cooperate for the Greater Cambridge Local Plan. This includes the following key points:

- Strategic cross-boundary matters relevant to Greater Cambridge
- Relevant Duty to Cooperate local authorities and prescribed bodies
- Duty to cooperate engagement
- Documenting the Duty to Cooperate
- Proposed approach to a Statement of Common Ground, including:
  - Strategic geography
  - Parties
  - Strategic matters
  - Governance arrangements
  - Timetable for agreement, review and update

We are seeking your organisation's views on the proposed approach set out here. Questions are included at the end of each section.

## 2. Strategic cross-boundary matters

This section sets out the topics that are considered to be strategic cross-boundary matters relevant to Greater Cambridge at this stage in the plan-making process. Clearly at this point the list is not definitive and is likely to evolve as the plan progresses; we are seeking your views on what issues need substantive discussion. In particular the full review of responses to the Greater Cambridge Local Plan: First Conversation consultation has yet to be completed, and may inform amendments to the below list.

To inform the topics identified below, an assessment has been completed of all the strategic policies identified in the NPPF, together with commentary on why this topic might or might not constitute a strategic cross-boundary matter (as determined by legislation) relevant to Greater Cambridge. This assessment is set out at Appendix 1.

## **2.1 Strategy: pattern and scale of growth, including housing need and employment**

### **2.1.1 Why a strategic cross-boundary matter?**

National planning policy explicitly identifies the meeting of development needs as a strategic matter to be addressed in the Statement of Common Ground. In addition, choices about a potential spatial strategy to meet such needs may have implications for neighbouring areas.

Further to this, ambitions for the Oxford-Milton Keynes-Cambridge Arc (OxCam Arc), including the government's [plans for housing and planning](#) following the announcements in the 2020 Budget, provide a further rationale for considering development strategy issues beyond the boundaries of Greater Cambridge.

### **2.1.2 Evidence**

An Employment Land Review is ongoing in 2020 to assess potential future employment needs and supply, including taking into account recent fast growth highlighted in the Cambridgeshire & Peterborough Independent Economic Review. This work feeds into an assessment of housing growth, which considers minimum housing need using the standard methodology, as well as any case for a higher number having regard to potential economic-led housing demand.

### **2.1.3 Proposed engagement**

The Local Planning Authorities will discuss the implications of potential employment and housing growth levels and strategy choices with duty to cooperate partners following completion of the work outlined above. Equally, the Local Planning

Authorities want to understand at an early stage whether neighbouring authorities are likely to need to ask Greater Cambridge to take any unmet housing or employment needs.

Beyond the above, consideration of the Cambridge Green Belt under the new Local Plan will create an additional specific need for the Greater Cambridge authorities to discuss development needs with neighbours, on an in-principle basis, under the duty to cooperate. Testing of strategic options for the new Local Plan will need to include consideration of the role that land in the Cambridge Green Belt could play in a sustainable development strategy. A particular consideration is whether any exceptional circumstances exist that would necessitate a review of the defined Green Belt boundaries as part of the strategy for the new Local Plan. Therefore, in line with paragraph 137 of the NPPF, and without prejudging the outcome of the testing of reasonable options, at an early stage in the plan-making process the authorities will start engagement with neighbouring authorities to seek their in-principle view on taking any unmet needs from Greater Cambridge, in order to inform consideration of any amendments to the Green Belt.

In relation to the OxCam Arc, given the wide geography and related distributed nature of responsibilities it is somewhat challenging to identify and engage with relevant stakeholders for this theme who would be able to provide input to Greater Cambridge duty to cooperate issues from an OxCam Arc-wide perspective, or else to identify an appropriate forum to discuss such issues. Given these challenges it is proposed to engage with neighbouring and nearby authorities within the Arc, but not to seek to engage more widely with the Arc as a whole.

## **2.2 Gypsy & Traveller accommodation needs**

### **2.2.1 Why a strategic cross-boundary matter?**

By definition, Gypsy & Traveller accommodation needs are a strategic matter crossing administrative boundaries.

## **2.2.2 Evidence**

Cambridge and South Cambridgeshire are partners in a joint Gypsy & Traveller Accommodation Needs Assessment (GTANA) being undertaken for Cambridgeshire & Peterborough in 2020<sup>2</sup>.

## **2.2.3 Proposed engagement**

Any duty to cooperate issues arising through the GTANA work will be discussed via duty to cooperate meetings with neighbouring authorities, following the completion of the study.

## **2.3 Transport**

### **2.3.1 Why a strategic cross-boundary matter?**

The scale of the Cambridge Travel to Work Area and congestion on rail and road routes within and crossing the boundaries of Greater Cambridge make transport a strategic cross-boundary issue. Further to this, there are also a number of strategic transport infrastructure projects proposed in the area which will cross the boundaries of Greater Cambridge, including East West Rail, Cambridgeshire Autonomous Metro, as well as transport studies in development such as the Royston to Granta Park study.

### **2.3.2 Evidence**

The Councils are fulfilling their duty to cooperate role in part as active partners to the development of transport evidence studies, strategies, and infrastructure projects and that go beyond the boundaries of Greater Cambridge, including the following among others:

- Cambridgeshire & Peterborough Local Transport Plan (working with Cambridgeshire & Peterborough Combined Authority, and the other Cambridgeshire authorities)

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<sup>2</sup> N.B. Progress on this study will be significantly delayed by the social distancing guidelines associated with the Covid-19 epidemic. Revised timings have yet to be confirmed.

- A428 Black Cat to Caxton Gibbet Road Improvement Scheme (working with Highways England, Cambridgeshire & Peterborough Combined Authority, Cambridgeshire County Council, Huntingdonshire District Council and Central Bedfordshire Council)
- East West Rail Central Section proposals (working with East West Rail Company, East West Rail Consortium, Cambridgeshire & Peterborough Combined Authority, Cambridgeshire County Council, Huntingdonshire District Council and Central Bedfordshire Council and Bedford Borough Council)
- East West Rail Eastern Section project (working with Cambridgeshire County Council and local authority partners in Norfolk and Suffolk)
- Cambridgeshire Autonomous Metro (CAM) (working with Cambridgeshire & Peterborough Combined Authority, Greater Cambridge Partnership, and neighbouring authorities affected by the proposed routes). Greater Cambridge Partnership transport corridor schemes form phase 1 of the CAM. These schemes don't cross local authority boundaries themselves, but have implications for neighbours in terms of influencing future travel patterns, and in terms of the extent to which the selected phase 1 routes influence the choices over phase 2 CAM routes, which will cross into neighbouring districts.
- Royston to Granta Park Strategic Transport Study (working with Cambridgeshire & Peterborough Combined Authority, Cambridgeshire County Council, Uttlesford District Council, Essex County Council, Hertfordshire County Council, North Hertfordshire District Council and Highways England).

More details can be found within the [Greater Cambridge Local Plan Issues & Options Infrastructure section](#).

The Councils are preparing a specific transport evidence base to support the Local Plan, which will model the impacts of potential strategy options. The Cambridge Sub-Regional Model (CSRМ) used to do this will incorporate assumptions that are consistent with those used for other projects and for neighbouring areas, as far as is reasonably possible.

### **2.3.3 Proposed engagement**

A steering group for the Local Plan transport evidence base includes the Highways Authority, Transport Authority, and Greater Cambridge Partnership – the body delivering the current transport infrastructure programme within Greater Cambridge, to ensure relevant connections are made. Engagement on this topic with neighbouring local authorities will also be made as issues arise.

The Councils will continue to engage directly with neighbours and relevant partners on the other projects listed above, feeding in relevant emerging evidence from the Local Plan transport evidence to ensure coherent input is provided from the Cambridgeshire area, and to ensure that a coherent transport strategy is produced for Greater Cambridge.

## **2.4 Wildlife habitats, green infrastructure and landscape**

### **2.4.1 Why a strategic cross-boundary matter?**

Clearly wildlife and the natural environment do not respect administrative boundaries. It is therefore important to consider how matters relating to wildlife habitats, green infrastructure and landscape will be effectively planned for across administrative boundaries.

### **2.4.2 Evidence**

A green infrastructure evidence base is being prepared in 2020, with its scope informed by discussion with Natural England and the Environment Agency. In addition, there are a number of natural environment projects being prepared by partners in the area, such as the Future Parks Accelerator and OxCam Local Natural Capital Plan. A Landscape Character Assessment is also being procured, which will inform the green infrastructure work.

### **2.4.3 Proposed engagement**

The Local Planning Authorities will engage with the relevant statutory bodies, the Local Nature Partnership, neighbouring authorities and partners leading relevant natural environment projects as appropriate to ensure a coherent approach to



habitats, green infrastructure and landscape within and outside Greater Cambridge, including through specific duty to cooperate meetings and by involving these parties in the process of preparing the evidence base.

## **2.5 Water, including supply, quality, wastewater and flood risk**

### **2.5.1 Why a strategic cross-boundary matter?**

Water issues are shaped by river basins which cross boundaries. Greater Cambridge is in a water stressed area with low levels of rainfall. A particular challenge currently is the ecological impact of water abstraction, including from development, on the chalk streams that supply the River Cam.

### **2.5.2 Evidence**

An integrated Water Cycle Study and Strategic Flood Risk Assessment will commence in spring 2020 to support the joint Local Plan. The Water Cycle Study includes a specific element on exploring the impact of water abstraction.

### **2.5.3 Proposed engagement**

The Local Planning Authorities will engage with the relevant statutory bodies, water companies, neighbouring authorities and other relevant partners to ensure a coherent approach to water issues within and outside Greater Cambridge, including involving these parties in the process of preparing the evidence base, engaging with those partners' own programmes, and through specific duty to cooperate meetings.

## **2.6 Energy, carbon offsetting and renewable energy generation.**

### **2.6.1 Why a strategic cross-boundary matter?**

The current electricity grid infrastructure affects supply across administrative boundaries. Equally, carbon offsetting might best be done at a wider than Greater Cambridge level, on the basis that there may be better opportunities to offset if considered over a wider area.

## **2.6.2 Evidence**

The Greater Cambridge Partnership has undertaken recent evidence on electricity demand in the area. Further evidence on this will be gathered as part of the Greater Cambridge Infrastructure Delivery Plan. A Zero Carbon evidence base is being progressed in 2020, which will consider offsetting opportunities. In addition, green infrastructure opportunity areas identified through the Green Infrastructure evidence base may also provide carbon offsetting opportunities.

## **2.6.3 Proposed engagement**

The Local Planning Authorities will engage with the energy providers, neighbouring authorities and other relevant partners to ensure a coherent approach to energy and carbon issues within and outside Greater Cambridge, including involving these parties in the process of preparing the identified evidence base and through specific duty to cooperate meetings where appropriate.

## **2.7 Social, health and community infrastructure**

### **2.7.1 Why a strategic cross-boundary matter?**

Cambridge plays a sub-regional and regional role in terms of social, health and community infrastructure provision, as follows:

- Education provision – further education colleges in Cambridge attract students from a wide area beyond the boundaries of Greater Cambridge
- Health – Located at the Cambridge Biomedical Campus in South West Cambridge, Addenbrooke's Hospital and the Rosie Hospital provide a regional healthcare role, and Addenbrooke's is also a leading national centre for specialist treatment for rare or complex conditions. Royal Papworth Hospital, the UK's leading heart and lung hospital, moved to the Biomedical Campus in 2019, adding to the concentration of health services and expertise located in Cambridge.

- Cultural – The range of museums, theatres and other cultural provision around Cambridge attract visitors from beyond the boundaries of Greater Cambridge.
- Leisure and retail – Cambridge is a regional retail centre, driven in part by its role as a tourist destination.
- Tourism – related to the above two points, Cambridge is a national and international visitor destination.

### **2.7.2 Evidence**

An Infrastructure Delivery Plan is being produced to support the draft Local Plan. This will quantify the needs for all types of infrastructure, including social, health and education, associated with the growth proposed in the Plan. A Retail and Leisure study is due to report in summer 2020.

### **2.7.3 Proposed engagement**

The Councils are not aware of specific duty to cooperate issues arising in relation to social, health and community infrastructure that would require substantive discussion with duty to cooperate bodies at this point in the process. However, this issue will be kept under review, including in the light of responses to the Issues & Options consultation, and to this Duty to Cooperate – proposed approach consultation.

## **2.8 Strategic developments on the boundary of Greater Cambridge**

The authorities are not aware of any strategic scale developments currently proposed by neighbouring authorities (noting the withdrawal of the Uttlesford Local Plan in April 2020). The Local Planning Authorities will engage with all neighbouring districts on an ongoing basis (see Governance arrangements section below) to understand and discuss any relevant proposals and potential impacts, including discussing with neighbours relevant sites proposed to the Greater Cambridge Local Plan process.

**Question: do you have any comments on the proposed initial list of strategic matters to be addressed in the Statement of Common Ground? Within these matters, what, if any, specific issues need addressing?**

### **3. Relevant Duty to cooperate local authorities and prescribed bodies**

The Councils consider that the above strategic cross-boundary matters relate primarily to authorities' areas bordering Greater Cambridge. As such, they consider that the following bodies are those that the Councils primarily need to engage with to fulfil the statutory Duty to Cooperate:

#### **Neighbouring Local Planning Authorities and County Councils**

- Huntingdonshire District Council
- East Cambridgeshire District Council
- Central Bedfordshire Council
- Braintree District Council
- North Hertfordshire District Council
- West Suffolk Council
- Cambridgeshire County Council
- Uttlesford District Council
- Hertfordshire County Council
- Essex County Council
- Suffolk County Council

#### **Prescribed duty to cooperate bodies:**

- Cambridgeshire & Peterborough Combined Authority (Local Transport Authority; includes the Business Board which is in effect the Local Enterprise Partnership – a prescribed duty to cooperate body; responsibility to prepare a Non-Statutory Strategic Spatial Framework; responsibilities for funding

including: Housing Investment Fund, Single Pot Infrastructure Fund, and Adult Education Budget)

- Environment Agency
- Natural England
- Historic England
- Highways England
- Cambridgeshire & Peterborough Clinical Commissioning Group
- National Health Service Commissioning Board
- Cambridgeshire & Peterborough Health & Wellbeing Board
- Civil Aviation Authority
- Homes England
- Office of Rail Regulation
- Mayor of London
- Natural Cambridgeshire (Local Nature Partnership)

## 4. Duty to cooperate engagement

It is proposed that engagement on the duty to cooperate will include:

Initial engagement:

- Initial bilateral duty to cooperate meetings with the duty to cooperate partners the three key statutory consultees that are also prescribed bodies (Environment Agency, Historic England and Natural England) to establish relationships, and to begin more detailed substantive discussion of the relevant strategic matters.
- Contacting duty to cooperate partners, prescribed bodies, and the additional participants identified in the Statement of Common Ground: Parties Involved section of this document below, seeking views on the proposed approach to be taken to the duty to cooperate as set out in this document.

Ongoing engagement to continue throughout the plan-making process

- A duty to cooperate roundtable meeting to be established to meet on an ongoing basis at key stages in the process involving all the duty to cooperate partners and prescribed bodies to discuss duty to cooperate issues in the

round, with an officer meeting immediately followed by a member meeting. The first of these is proposed for summer 2020. Further roundtable meetings will be held on an ongoing basis, and could be spatially or thematically specific, involving relevant partners, as the need for discussion arises. The format and timing of these meetings will be kept under review.

- Further bilateral meetings on an ongoing basis with relevant bodies if required to address substantive strategic cross-boundary matters.
- In addition to the above, discussion of duty to cooperate issues involving Cambridgeshire, Peterborough and West Suffolk authorities will take place through the existing Planning Policy Forum.

**Question: do you have any comments on the proposed engagement under the duty to cooperate?**

## 5. Documenting the duty to cooperate

To address the statutory Duty to Cooperate, the Councils propose to develop a Duty to Cooperate Statement of Compliance providing an audit trail showing how the Duty has been addressed. This will include:

- A summary of the process taken to addressing the Duty, including all engagement undertaken
- Explanation of how strategic cross-boundary matters have been identified and addressed, sign-posting to other documents as appropriate
- Records of relevant meetings collated into an appendix

As part of the evidence to demonstrate compliance with the duty to cooperate, and to meet the NPPF requirements relating to effective cooperation, the Councils will publish one or more Statements of Common Ground at key stages (see below section) as the outcome of the Duty to Cooperate process undertaken. The Statement of Common Ground will:

- Follow the [template recommended by the Planning Advisory Service](#)
- Be a single overarching document covering all strategic matters, with duty to cooperate bodies signing up only to sections relevant to them. At all points in the process there is the potential that if discussion of specific

strategic cross-boundary matters become complex there would be scope for appending additional topic-specific Statements of Common Ground with relevant parties, covering the relevant functional geography.

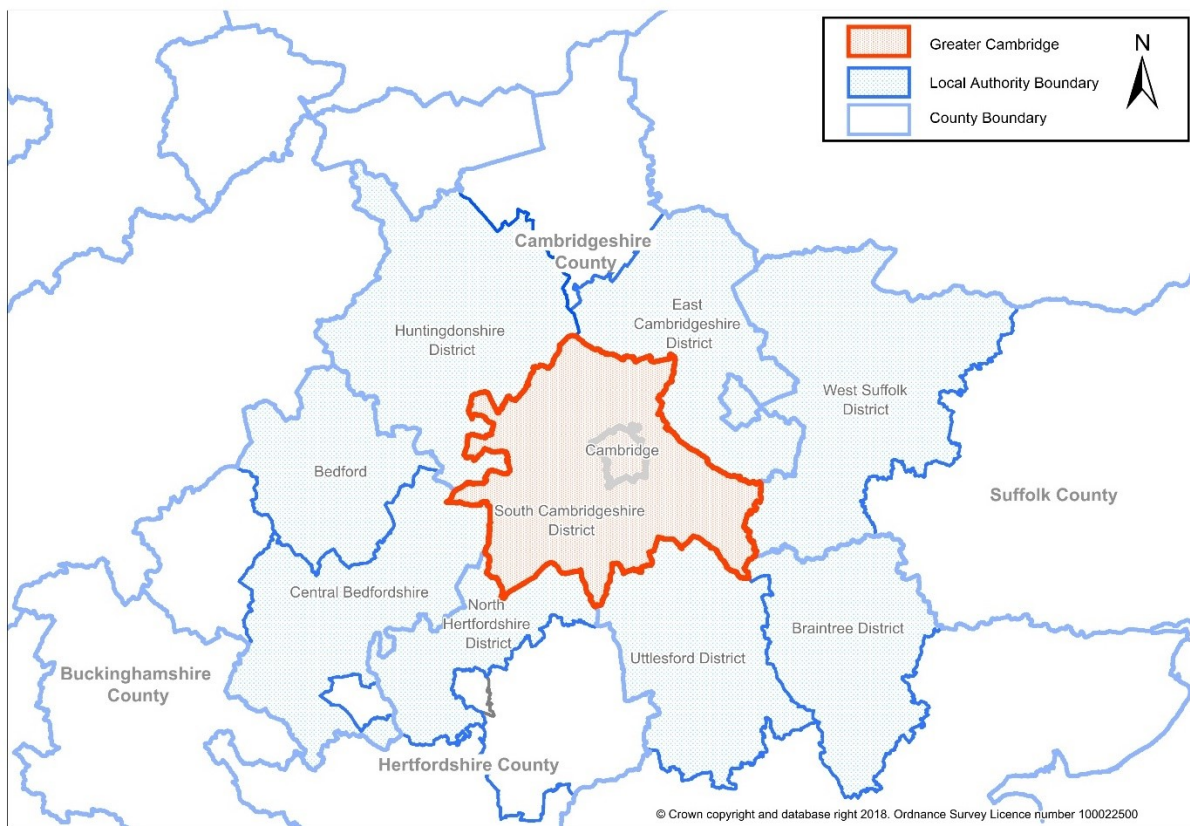
**Question: do you have any comments on the proposed approach to documenting the Duty to Cooperate?**

## **6. Statement of Common Ground/s – proposed approach**

### **6.1 Strategic geography**

It is proposed that a Statement of Common Ground will be produced to address strategic cross-boundary matters (discussed above) relating to the Greater Cambridge geography, incorporating Cambridge and South Cambridgeshire districts. Clearly, addressing such strategic matters will involve looking at the functional geographies beyond Greater Cambridge's boundary. Figure 1 below shows the Greater Cambridge area, and the administrative areas covered by local authorities that are strategic policy-making authorities and proposed to be signatories to a Statement of Common Ground, alongside the proposed additional signatories of Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority. Consideration is given later to additional participants that also have a relationship with Greater Cambridge on strategic matters, including those covering a wider geography such as nearby councils and service and utility providers (see the Parties Involved section below).

**Figure 1: Proposed strategic geography for a Greater Cambridge Statement of Common Ground**



Note: It is proposed that a Statement of Common Ground should be prepared for the Greater Cambridge area shown in red. It is proposed that the signatories to the Statement of Common Ground should include the neighbouring districts (shaded blue), Cambridgeshire County Council and Cambridgeshire County Council, Cambridgeshire & Peterborough Combined Authority, as well as those prescribed bodies for which substantive strategic cross-boundary matters are identified.

This strategic geography is proposed for a combination of functional geographic and pragmatic reasons, following the approach set out in Planning Practice Guidance<sup>3</sup>.

### 6.1.1 Functional geographic reasons

Cambridge and South Cambridgeshire districts have a very strong functional relationship between them: for example, parts of the Cambridge urban area are located within South Cambridgeshire, and there are very significant in-commuting flows from South Cambridgeshire into Cambridge urban area. This relationship has

<sup>3</sup> Planning Practice Guidance, Reference ID: 61-017-20190315



long been acknowledged through close joint working between the Local Planning Authorities, reflected in the City Deal for that area, the joint development strategy included in the adopted Local Plans for each district, and the agreement to produce the joint Greater Cambridge Local Plan now being prepared.

The Greater Cambridge area forms the centre of the previously identified Cambridge sub-region Housing Market Area<sup>4</sup> and the Cambridge Travel To Work Area<sup>5</sup>. While other districts are included within these defined geographies, the strongest housing market and commuting connections are between Cambridge and South Cambridgeshire. Districts in the wider Housing Market Area are identified as additional participants to the Statement of Common Ground (see Parties Involved section below).

The combined Greater Cambridge area also forms the core part of the functional 'Greater Cambridge' economic geography identified in the Cambridgeshire & Peterborough Independent Economic Review; other areas identified within that geography include parts, but not all of, Huntingdonshire and East Cambridgeshire.

### 6.1.2 Pragmatic reasons

Planning Practice Guidance (Guidance) states that Local Planning Authorities should prepare and maintain the Statement of Common Ground on an ongoing basis, and that they should make it available on their website by the time they publish a draft plan<sup>6</sup>. A further version will need to be prepared to support the proposed submission plan and any stages in between. This requirement suggests that any Statement of Common Ground covering more than one administrative area would need to support either a joint plan, or separate plans running to an aligned timetable. Guidance also states that authorities are expected, wherever possible, to detail cooperation in a

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<sup>4</sup> The Cambridge sub-region Housing Market Area identified in the Cambridge Sub-region Housing Market Assessment 2013 includes Cambridge, South Cambridgeshire, East Cambridgeshire, Fenland, Huntingdonshire, and St Edmundsbury and Forest Heath (now merged to become West Suffolk) authority areas.

<sup>5</sup>

<http://ons.maps.arcgis.com/apps/MapSeries/index.html?appid=397ccae5d5c7472e87cf0ca766386cc2>

<sup>6</sup> Reference ID: 61-020-20190315

single statement<sup>7</sup>. This requirement implies that a Statement of Common Ground would be expected to cover more than one strategic cross-boundary matter. Drawing on the above, the Greater Cambridge authorities consider that it would not be appropriate to extend the geographic focus of the proposed Statement of Common Ground to a wider functional geography such as the Housing Market Area or Travel to Work Area, given that not all of the other authorities within those areas are producing a plan currently, and that there is currently no statutory sub-regional strategic planning arrangement. Equally, to extend the geographic focus of a Statement of Common Ground would also be likely to raise strategic matters which might not necessarily be relevant to Greater Cambridge, and would add to the complexity of preparation. Given all of the above, it is proposed to prepare a specific Statement of Common Ground to support the Greater Cambridge Local Plan, but that addresses the strategic cross-boundary matters that relate to functional geographies affecting Greater Cambridge. However, notwithstanding the above, the councils remain open to the potential that further Statements of Common Ground may be required to address specific strategic cross-boundary matters, which could address functional geographies covering a wider area than just Greater Cambridge.

## **6.2 Relationship with other Statements of Common Ground**

Cambridge City Council and South Cambridgeshire District Council are also party to the Cambridgeshire & Peterborough Minerals & Waste Plan Statement of Common Ground being prepared by Cambridgeshire County Council. The strategic geography focus for the Minerals and Waste Statement supports a single plan-making process, following similar pragmatic logic to the approach proposed for Greater Cambridge. It is expected that all strategic matters relating to minerals and waste for Greater Cambridge will be addressed through that process, and will therefore not be included in the Greater Cambridge Statement of Common Ground.

Cambridge City Council and South Cambridgeshire District Council will engage as required in other Local Planning Authorities' Statements of Common Ground as these come forward.

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<sup>7</sup> Reference ID: 61-012-20190315

**Question: do you have any comments on the proposed strategic geography for the Statement of Common Ground? Do you think the Local Planning Authorities should consider a different strategic geography? If you are producing a Statement of Common Ground please let us know.**

## **6.3 Parties involved**

### **6.3.1 Signatories**

Given the proposed strategic geography for the Statement of Common Ground and drawing on the Relevant Duty to Cooperate local authorities and prescribed bodies section above, it is proposed that the following bodies are proposed to be signatories to the Statement of Common Ground for the specific strategic matters relevant to them:

- neighbouring Local Planning Authorities (identified as strategic policy-making authorities in the NPPF and PPG)
- neighbouring County Councils for which substantive strategic matters are identified
- Cambridgeshire County Council (Local Highways Authority and responsible for a range of infrastructure and services including education and social care)
- Cambridgeshire & Peterborough Combined Authority (Local Transport Authority; includes the Business Board which is in effect the Local Enterprise Partnership – a prescribed duty to cooperate body; responsibility to prepare a Non-Statutory Strategic Spatial Framework; responsibilities for funding including: Housing Investment Fund, Single Pot Infrastructure Fund, and Adult Education Budget); and
- The prescribed bodies for which substantive strategic matters are identified (to be confirmed through duty to cooperate discussions).

See Figure 1 above for the area covered by the local authorities proposed to be included.

### 6.3.2 Additional participants regarding strategic matters

The following bodies are proposed to be additional participants, to ensure the Councils maintain effective cooperation with strategic policy-making authorities that are not adjacent to Greater Cambridge, as well as relevant bodies that are not strategic policy-making authorities, as required by the NPPF and Guidance. It is not currently proposed that these bodies will necessarily be formal signatories, in order to ensure that the Statement of Common Ground process does not become overly complex. However, should specific strategic matters arise through the course of preparing the Local Plan requiring particular focus, there is potential that any of the participants identified below could become additional signatories to specific elements of the Statement of Common Ground (or to any additional topic-specific Statement of Common Ground that might be prepared addressing a wider strategic geography):

- Local Authorities:
  - Fenland District Council (Local Planning Authority within Cambridge Sub-region Housing Market Area; Combined Authority partner)
  - Peterborough City Council (Combined Authority partner)
  - East Hertfordshire District Council (close to South Cambridgeshire boundary)
  - Bedford Borough Council (close to South Cambridgeshire boundary and on the route of the proposed East West Rail Central Section)
  
- Infrastructure providers:
  - Anglian Water
  - Cambridge Water
  - Network Rail
  - UK Power Networks
  - National Grid
  
- Service providers:
  - Cambridgeshire Fire & Rescue Service
  - Cambridgeshire Constabulary
  
- Non-government organisations (such as advisory bodies) the authority cooperates with to address strategic matters:
  - Sport England
  - Wildlife Trust
  
- Transport organisations:

- England's Economic Heartland (Sub-national Transport Body incorporating Greater Cambridge area)
  - Transport East (neighbouring Sub-national Transport Body)
  - East West Rail Company (delivery body for strategic transport infrastructure)
  - East West Rail Consortium (strategic transport infrastructure partnership relevant to Greater Cambridge)
  - Abellio Greater Anglia (rail operator)
  - Stagecoach East (bus operator)
  - Whippet Coaches Limited (bus operator)
- Strategic partnerships:
    - Oxford-Milton Keynes-Cambridge Corridor Place Board (strategic local authority partnership incorporating Greater Cambridge)
    - London Stansted Cambridge Consortium (strategic economic partnership incorporating the Greater Cambridge area)
    - Cambridge Norwich Tech Corridor (strategic economic partnership incorporating the Greater Cambridge area)
- Neighbouring Local Enterprise Partnerships, including:
    - New Anglia Local Enterprise Partnership
    - South East Local Enterprise Partnership
    - Hertfordshire Local Enterprise Partnership
    - South East Midlands Local Enterprise Partnership
- Neighbouring Local Nature Partnerships, including:
    - Wild Anglia (Local Nature Partnership for Norfolk and Suffolk)
    - Bedfordshire Local Nature Partnership
    - Hertfordshire Local Nature Partnership

**Question: do you have any comments on the proposed list of signatories and potential additional participants to the Statement of Common Ground? Are there any further organisations we should be engaging with?**

## **6.4 Governance arrangements**

For Greater Cambridge, sign-off of the Statement of Common Ground, or multiple Statements of Common Ground if more than one is required (see above under Documenting the Duty to Cooperate), will include member engagement, including consultation with lead members on behalf of the two councils.

It is anticipated that the other signatories to the Statement of Common Ground will identify the relevant person to sign the document as they see fit.

**Question: do you have any comments on the proposed approach to governance? If your organisation has been identified as a signatory, please identify your primary contact.:**

- **at officer level – who will be responsible for coordinating discussion, and**
- **at member level – who will be responsible for signing off the Statement of Common Ground?**

## **6.5 Approach to agreement, review and update**

The Greater Cambridge Local Planning Authorities will work with relevant parties to address identified strategic matters on an ongoing basis, and in relation to the output timings of relevant evidence.

It is proposed that an initial Statement of Common Ground will be published once strategic matters have been confirmed, having regard to the outcome of the Issues and Options consultation held January-February 2020, and the initial engagement set out above. Further to this, a full Statement of Common Ground will be published alongside each future public consultation stage of the Local Plan, including at least:

- Draft Local Plan
- Proposed Submission Local Plan

**Question: do you have any comments on the proposed approach to agreement review and update of the Statement of Common Ground?**

## Appendix 1: Assessment of strategic policies (as per NPPF) to identify strategic cross-boundary matters

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
Strategy (pattern, scale and quality of development) (see also Housing and Employment)	Pattern and scale of growth; Consideration of unmet needs for housing and employment	Yes	Potential location of development in a strategy may have cross-boundary impacts. NPPF requirement to discuss potential to take unmet needs before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries. Specific requirement in NPPF and PPG to confirm provision within own area/or agree redistribution of housing need.	Neighbouring authorities Housing Market Area Travel To Work Area	Housing Growth Assessment Greater Cambridge Employment Land Review Greater Cambridge Local Plan Transport evidence base
Housing (including affordable housing) (see also Strategy above)	Overall housing need; Housing Mix Distribution of housing need	Overall housing need and distribution: Yes	Specific requirement in NPPF and PPG to confirm provision within own area/or agree	Housing Market Area	Housing Growth Assessment Cambridgeshire & Peterborough Housing Mix study

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
		Housing Mix: no	redistribution of housing need.		
Gypsy & Traveller accommodation needs	Accommodation Needs Provision of sites	Yes	By nature, travellers move across boundaries.	Neighbouring authorities	Cambridgeshire & Peterborough Gypsy & Traveller Accommodation Needs Assessment
Retail, leisure and other commercial development		Yes	Cambridge is a sub-regional leisure and retail centre	To be defined through the Retail and Leisure Study	Greater Cambridge Retail and Leisure Study
Transport infrastructure	Cambridgeshire Autonomous Metro (CAM) East West Rail (EWR) Pinchpoint areas (eg A505)	Yes	Relationship to Travel to Work Area Local Transport Plan forms wider strategy Will we rely on CAM which goes cross-boundary? Commuting impacts	Travel to Work Area Cambridgeshire & Peterborough CAM authorities (HMA) EWR Central Section route authorities?	Cambridgeshire & Peterborough Local Transport Plan Greater Cambridge Local Plan Transport evidence base CAM evidence
Telecommunications infrastructure		No			
Security infrastructure		No			
Waste management infrastructure		Yes	Waste infrastructure serves communities across boundaries	Cambridgeshire & Peterborough	Addressed separately via Cambridgeshire &



Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
					Peterborough Minerals & Waste Local Plan
Water supply infrastructure		Yes	Water supply infrastructure goes across boundaries	Water catchment	Greater Cambridge Integrated Water Cycle Strategy
Wastewater infrastructure		No	Waste water infrastructure for Greater Cambridge is currently provided within the area.		Greater Cambridge Integrated Water Cycle Strategy
Flood risk infrastructure		Yes	Flood catchments go across boundaries	Flood catchment	Greater Cambridge Strategic Flood Risk Assessment
Coastal change management infrastructure		N/A	N/A	N/A	
Provision of minerals		Yes		Cambridgeshire & Peterborough	Addressed separately via Minerals & Waste Local Plan
Energy (including heat);		Yes?	Electricity generation is a challenge for the wider area around Greater Cambridge	Greater Cambridge and neighbouring authorities	Greater Cambridge Partnership energy study
Community facilities (such as health,		Yes in principle,	Cambridge plays a regional health	East of England	Infrastructure Delivery Plan

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
education and cultural infrastructure); and		although no known specific issues	(Addenbrookes) and cultural role		
Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and	<p>Green Belt</p> <p>Green infrastructure</p> <p>Biodiversity offsetting</p>	<p>Natural Environment: Yes</p> <p>Historic Environment: no</p>	<p>NPPF requirement (para. 137) - Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, LPAs are required to: make as much use as possible of brownfield land, optimise the density of development, discuss potential to take unmet needs with neighbours.</p> <p>Green infrastructure crosses administrative boundaries</p> <p>Offsetting might best be done on a wider than Greater Cambridge geography</p> <p>Oxford-Cambridge Arc environment workstream</p>	<p>Cambridgeshire &amp; Peterborough</p> <p>Oxford-Milton Keynes - Cambridge Arc</p>	<p>Greater Cambridge Green infrastructure evidence</p> <p>OxCam Local Natural Capital Plan</p>

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
Planning measures to address climate change mitigation and adaptation		Yes	Carbon offsetting might best be done on a wider than Greater Cambridge geography	Cambridgeshire & Peterborough	Greater Cambridge Zero Carbon Evidence base

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# Agenda Item 9



**South  
Cambridgeshire  
District Council**

**Report to:** Cabinet 29 June 2020

**Lead Member:** Lead Cabinet member for Planning

**Lead Officer:** Joint Director for Planning and Economic  
Development

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## Update of Greater Cambridge Local Development Scheme

### Executive Summary

1. The purpose of this report is to agree an update to the Greater Cambridge Local Development Scheme (LDS).

### Key Decision

2. Yes.
3. This is a key decision for both Cambridge City Council and South Cambridgeshire District Council. The Item is included in the Forward Plans for Cambridge City Council Planning and Transport Scrutiny Committee 30 June 2020 and South Cambridgeshire Cabinet 29 June 2020.

The key decision was first published in the May 2020 Forward Plan.

### Recommendations

4. It is recommended that Cabinet:
  - (a) Adopt the updated Local Development Scheme for Greater Cambridge included at Appendix 1 of this report, to take effect from 13 July 2020.
  - (b) Grant delegated authority to the Joint Director of Planning and Economic Development, in liaison with the South Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council

Executive Councillor for Planning Policy and Open Spaces (and also the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee), to make any minor editing changes and corrections identified prior to publication.

## **Reasons for Recommendations**

5. The Planning and Compulsory Purchase Act 2004 (as amended) requires that Local Planning Authorities must prepare and maintain a Local Development Scheme (LDS). The current LDS was adopted in 2018, and there has been a number of changes in circumstance affecting both plans now require an update to the LDS. The changes to the plan making timetable proposed reflect both the opportunities and the complexity of issues being addressed by the plans, the desire to have an inclusive and engaging plan making process, and the relationship with other processes such as the Development Consent Order for the relocation of the Milton Water Recycling Centre.

## **Details**

6. The LDS provides information on the documents that the Councils intend to produce to form their planning policy framework and sets out the timetable for their production. The LDS is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils have and intend to produce.
7. The Greater Cambridge Local Development Scheme was adopted in October 2018 (with limited update in November 2019 to reflect the actual start date for the Greater Cambridge Local Plan Issues and Options consultation).
8. The LDS sets out the broad timetable for the preparation of the North East Cambridge Area Action Plan (previously named the joint Cambridge Northern Fringe Area Action Plan) and the joint Greater Cambridge Local Plan. A number of changes in circumstance affecting both plans now require an update to the LDS.

## **North East Cambridge Area Action Plan**

9. The Councils are jointly preparing an Area Action Plan (AAP) for North East Cambridge (see separate report on this agenda). The area including, and around, the Milton Waste Water Treatment Plant (WTP) was allocated in the 2018 Local Plans for a high density, mixed use development, making best use of this large brownfield site within the urban area of Cambridge (including land in both Councils' areas), although no delivery from the site was included in the 2018 Local Plans given the uncertainty about delivery and capacity of the site at that time.

10. The LDS 2018 was prepared at a time when the Councils were considering the name and the area to be covered by the AAP. Those issues were subject to consultation in the North East Cambridge Area Action Plan: Issues and Options consultation in 2019. The separate report on the AAP on this agenda considers these issues, and seeks to confirm the name of the plan as the 'North East Cambridge Area Action Plan', and that the area addressed by the plan should be enlarged to include Cambridge Science Park.
11. Significant government Housing Infrastructure Funding has been secured to facilitate the relocation of the Milton Waste Water Treatment Plant (WTP) which will enable the development of a major brownfield site and comprehensive planning of the North East Cambridge area. Anglian Water proposes that a Development Consent Order (DCO) process will now be undertaken to enable the relocation. The formal agreement by the Councils of the Proposed Submission AAP will be an important factor in the DCO Examination process to demonstrate commitment to development of the area. Therefore work on the AAP is intended to progress to complete the issues and options stage (Regulation 18), consider the responses received and prepare the Proposed Submission AAP. The Councils would make a decision ahead of the DCO Examination to agree the AAP for Regulation 19 publication, but actually carrying out the consultation would be subject to the successful completion of the DCO process, because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered.
12. It is anticipated that the AAP process would then pause until the outcome of the DCO is known. If successful, the Councils would then proceed with the publication of the Proposed Submission AAP for the making of representations (Regulation 19), following which the AAP would progress to Submission and Examination.
13. The current adopted LDS timetable envisaged that the NECAAP would progress approximately 12 months ahead of the Local Plan throughout their respective processes. The Local Plan, DCO and NEC AAP timetables had worked in such a way that the AAP timetable was running sufficiently ahead of the Local Plan, that the outcome and adoption of the AAP would be known before later stages of the Local Plan.
14. However, the Councils have recently been advised by Anglian Water that the DCO process has been delayed with DCO submission now anticipated in summer 2022. This is likely to mean that the outcome of the DCO process will be in Autumn 2023. It is therefore proposed that the Proposed Submission AAP will be published in Autumn/Winter 2023, based on the latest DCO process and subject to a positive outcome. The AAP would then be Submitted for Examination in Spring 2024. The timing of the remainder of the AAP process is in the hands of the Inspector.
15. There is potential that the AAP could progress on a similar timetable to the Greater Cambridge Local Plan (see below). As such, there is the potential for the Councils to keep under review whether it is appropriate to merge the AAP into the

Local Plan at the Proposed Submission stage if that is the most appropriate thing to do at that point in time in terms of timescale, resources and budget.

## **Greater Cambridge Local Plan**

16. Since the preparation of the timetable in the adopted LDS 2018, a range of issues have arisen that need to be considered when programming the remaining stages of the plan making process. This is addressed in a separate report on this agenda. As a result, a proposed change to the key stages in preparing the new Local Plan and the timetable for that are proposed.
17. The adopted Local Development Scheme 2018 envisaged the next public stage would be consultation on a draft Local Plan. However, there is a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process, and it is therefore recommended to now include further stakeholder engagement and an additional Preferred Option stage. This also reflects the range and complexity of issues and challenges to be addressed by the Local Plan as explored in the 'First Conversation'. The additional stage would enable public consultation on the emerging preferred approach to be taken by the plan to key strategic issues, and for those views to be considered before detailed policies are drafted. The Preferred Option consultation would make clear the other options considered and why the preferred option was chosen, together with the evidence underpinning the plan to ensure a transparent and inclusive process. This would take place in Summer/Autumn 2021.
18. The Councils' aim remains to respond constructively to the opportunities that the Greater Cambridge area offers and to deliver a robust plan which responds to these issues, as well as the other big themes raised in the First Conversation, such as responding to climate change. The issues facing the Greater Cambridge area are particularly complex, including a number of major infrastructure proposals being developed by other organisations that could provide significant opportunities for the area. These include the programmes for the DCO for the Milton WTP in relation to North East Cambridge, East West Rail, and the Mayor's proposal for Cambridge Autonomous Metro (CAM). However, there are uncertainties around their delivery and timescales at this early stage in preparing the Local Plan, which make fixing the longer-term timetable difficult at this point in time and ahead of testing the evidence, considering the options for meeting the needs of the area, and identifying the preferred development strategy and being clear on its deliverability.
19. The current LDS needs to be updated now, but the programme for the later stages of plan making needs to reflect the current complexity in an appropriate way. At this time it is considered there could be two scenarios for the way the latter stages of plan preparation could take place:
  - Option 1 - Local Plan runs ahead of the North East Cambridge Area Action Plan



If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that did not include reliance on the NEC site or which could allow for the AAP to follow on without undermining the soundness of the Local Plan, there would be potential to progress the Local Plan to the Proposed Submission stage in Spring 2023 (or sooner if practicable). The plan would be Submitted in Autumn 2023, followed by public Examination. The timing of the Examination is in the hands of the independent Inspector. This alternative scenario could achieve an overall timescale that is 6 months or more quicker than option 2.

- Option 2 – Align the Local Plan and the North East Cambridge AAP processes

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the WTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge. This would mean that Proposed Submission publication of both plans would take place in Autumn/Winter 2023, and submission for Examination in Spring 2024 (based on the current DCO timetable). The timing of the remainder of the Local Plan process is in the hands of the Inspector.

20. The timing of the Proposed Submission stage and beyond will be kept under close review and refined when there is greater certainty over the timetable. Table 1 below sets out the timetable for both plans to be included in the Local Development Scheme as included at Appendix 1.

Table 1: Local Plan Programme to be included in Local Development Scheme

Consultation	Options	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
Issues and Options (Reg 18) <b>January 2020</b> Preferred Option Consultation (Reg 18)	<b>Option 1 –</b> Local Plan runs ahead of the North East Cambridge Area Action Plan	Proposed Submission Consultation (Reg 19) <b>Spring 2023</b>	Submission to Secretary of State for independent Examination (Reg 22) <b>Autumn 2023</b>	Subject to progress of independent Examination
<b>Summer/ Autumn 2021</b> Draft Plan Consultation	<b>Option 2</b> Align the Local Plan and the North East Cambridge AAP	Proposed Submission Consultation (Reg 19) <b>Autumn/Winter</b>	Submission to Secretary of State for independent Examination (Reg 22)	Subject to progress of independent Examination

(Reg 18)	processes	2023	<b>Spring 2024</b> Note: subject to the outcome of Milton WTP DCO	
<b>Summer 2022</b>				

## Considerations

21. Policies in local plans must be reviewed every 5 years to see if they need updating. Councils should then proceed to update their local plans accordingly through a plan making process if policies need to be updated. The legislative requirement is to complete a “review” of a plan within 5 years and not that a new plan is adopted within that 5 year period (following and as an outcome of the review). This would mean for the adopted 2018 Local Plans, that a review should be completed by Autumn 2023, and the Councils will complete that review within that timescale.
22. The 2018 Local Plans include policies for an early review of the Local Plans, with submission to the Secretary of State for Examination anticipated by the end of Summer 2022. For all the reasons set out above, it is now anticipated that submission will be to a different timetable than had originally been envisaged.
23. Government has recently advised of a new deadline of December 2023 for all councils to have up-to-date local plans, with a warning that the government would intervene if this deadline is not met, considering appropriate action on a case by case basis. By December 2023 it is anticipated that a new Local Plan as a result of a review will be well advanced under either option and at this point it is considered that intervention would be unlikely.

## Updated Local Development Scheme 2020

24. The draft updated Local Development Scheme for Greater Cambridge included at Appendix 1 includes the amendments proposed to the process and timetable for the preparation of both plans reflecting the changes circumstances, as well as the changes to the AAP name and geographical coverage.
25. The updated programmes for both plans reflect the importance that the Councils place on engagement with stakeholders and communities in the early stages of development of the plans and the increasingly complex circumstances in this area. In particular, the major infrastructure projects that could impact both the Local Plan strategy and the AAP as set out above have informed the currently proposed programmes. The effects of Covid-19 are also a significant uncertainty at this time. Therefore, the LDS will be kept under close review to ensure that all relevant impacts on plan preparation and the strategies and development proposals contained within them are understood and reflected as appropriate in

the emerging plans, and if there is potential for a faster programme for either or both plans, the Councils will look to expedite the programme.

26. The opportunity has also been taken to update other elements of the LDS, in particular bringing the Neighbourhood Plans section up to date.

### **Consideration of this report by the Joint Local Plan Advisory Group**

27. This report was considered by the Joint Local Plan Advisory Group (JLPAG) on 2 June 2020. The inclusion of two potential timelines in the Local Development Scheme was queried. Officers responded that it was the most appropriate approach given uncertainties at this time, and that the approach had been discussed with the Barrister providing legal support on the Local Plan. It was asked whether there would be benefits to amalgamating the Local Plan and the Area Action Plan. Officers highlighted that this would be kept under review, but it was important to keep the AAP moving forward at this stage. The importance of working with the key infrastructure projects was highlighted. Given the longer overall programme for the AAP it was asked whether the upcoming consultation should be delayed. Officers responded that the period was extended to reflect the summer period that the approach had been discussed and agreed with the Community Forum who were keen for it to progress. JLPAG endorsed the recommendations of the report.

### **Options**

28. Cabinet may decide to:

- a) Agree the adoption of the updated Greater Cambridge Local Development Scheme, without any amendments; or
- b) Agree the adoption of the updated Greater Cambridge Local Development Scheme, incorporating amendments; or
- c) Not agree the adoption of the updated Greater Cambridge Local Development Scheme.

### **Implications**

29. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

### **Financial**

30. The plans proposed and timetables are currently anticipated to be within current budgets. This will be kept under review alongside other work priorities

## **Legal**

31. The review of the Local Plan process has been prepared with a view to ensure a legally compliant plan that is capable of being found sound at Examination.

## **Staffing**

32. The plans proposed are currently anticipated to be delivered within our existing budgets. This will be kept under review alongside other work priorities.

## **Risks/Opportunities**

33. The Local Plan is a key corporate priority and will be monitored against the timetable set out in the Local Development Scheme.

## **Equality and Diversity**

34. The development plans will each be subject to Equalities Impact Assessment at each stage during their development.

## **Climate Change**

35. Development plans provide an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal as the plan is prepared. One of the big themes for the local plan identified in 'The First Conversation' is climate change. Evidence has been produced to inform the plan, including a study on how the plan can assist with the journey towards net zero carbon.

## **Consultation responses**

36. None.

## **Alignment with Council Priority Areas**

### **Growing local businesses and economies**

37. The development plans will consider the needs of the local economy, and aim to respond with appropriate policies.

## **Housing that is truly affordable for everyone to live in**

38. The development plans will consider the need, and identify land for new housing. This will include the need for different types and tenure of homes, including affordable housing.

## **Being green to our core**

39. As references in the climate change section above, responding to climate change is a significant issue for the development plans to consider.

## **A modern and caring Council**

40. The proposed approach to engagement and participation on the Local Plan supports the Council's priority of being a modern and caring Council. The aim is to put community engagement at the heart of the Local Plan development process, reaching all parts of the community within Greater Cambridge.

## **Background Papers**

Current Greater Cambridge Local Development Scheme approved in October 2018 and updated in 2019

<https://www.cambridge.gov.uk/local-development-scheme>

## **Appendices**

Appendix 1: Draft Greater Cambridge Local Development Scheme 2020.

## **Report Author:**

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# Appendix 1: Draft Greater Cambridge Local Development Scheme 2020

## Introduction

1. The Planning and Compulsory Purchase Act 2004 (as amended) requires that Local Planning Authorities must prepare and maintain a Local Development Scheme (LDS). This LDS provides information on the documents that the Councils intend to produce to form their planning policy framework and sets out the timetable for their production.
2. The LDS is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils have and intend to produce.
3. Cambridge City Council and South Cambridgeshire District Council (“the Councils”) have committed to work together to prepare a new Local Plan for Greater Cambridge. They have also committed to prepare jointly an Area Action Plan for North East Cambridge. This LDS is therefore prepared and agreed jointly by both Local Planning Authorities.

## What are the current adopted Development Plan Documents?

4. The Councils have prepared a number of Development Plan Documents (DPDs) jointly or in parallel in recent years. The Development Plan for both authorities currently consists of the documents set out in the table below:

<b>Cambridge City Council</b>	<b>South Cambridgeshire District Council</b>
Cambridge Local Plan (October 2018)	South Cambridgeshire Local Plan (September 2018)
	The Northstowe Area Action Plan (2007) (excluding Policy NS/3 (1g))
	Cambridge Southern Fringe Area Action Plan (2008)

<b>Jointly prepared Area Action Plans</b>
Cambridge East Area Action Plan (February 2008) (excluding Policies CE/3 and CE/35)
North West Cambridge Area Action Plan (October 2009)
<b>Documents prepared by Cambridgeshire County Council which apply to the Greater Cambridge area</b>
Cambridgeshire and Peterborough Minerals and Waste Core Strategy & Proposals Map C (July 2011)

5. Decisions on planning applications are to be taken in line with the policies of the above development plan documents unless there are significant matters ('material considerations') that indicate otherwise.

## **What new Development Plan Documents are to be prepared?**

### **North East Cambridge Area Action Plan**

6. The adopted 2018 Local Plans include a policy allocating an area of land on the northern fringe of Cambridge to enable the creation of a revitalised, employment focussed area centred on the new transport interchange created by Cambridge North Station. The policies say that "the amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP".
7. Between December 2014 and February 2015, the Councils published an Issues and Options document which asked a series of questions about how best the Councils should plan for development on land to east of Milton Road. At this time the site was known as Cambridge Northern Fringe East. From February 2019 to March 2019, a second Issues and Options consultation was undertaken. The Councils did this to reflect proposed changes in the site boundary, in particular to include Cambridge Science Park to the west of Milton Road, opening up the area for more comprehensive regeneration.
8. Following consultation on Issues and Options in 2019, the Councils confirmed that the plan would be renamed the North East Cambridge Area Action Plan and that the geographical coverage would be enlarged to include the Cambridge Science Park. A map of the area is included at Appendix 1.
9. Significant government Housing Infrastructure Funding has been secured to facilitate the relocation of the Milton Waste Water Treatment Plant (WTP) which will enable the development of a major brownfield site and comprehensive planning of the North East Cambridge area. Anglian Water proposes that a Development Consent Order (DCO) process will now be undertaken to enable the relocation.
10. The formal agreement by the Councils of the Proposed Submission AAP will be an important factor in the DCO Examination process to demonstrate



commitment to development of the area. Therefore work on the AAP is intended to progress to complete the Regulation 18 stage, consider the responses received and prepare the Proposed Submission AAP. The Councils would make a decision ahead of the DCO Examination to agree the AAP for Regulation 19 publication, but actually carrying out the consultation would be subject to the successful completion of the DCO process, because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered.

11. It is therefore anticipated that the AAP process would then pause until the outcome of the DCO is known. If successful, the Councils would then proceed with the publication of the Proposed Submission AAP for the making of representations (Regulation 19), following which the AAP would progress to Submission and Examination.
12. The Councils have been advised by Anglian Water that DCO submission is anticipated in summer 2022. This is likely to mean that the outcome of the DCO process will be in Autumn 2023. It is therefore anticipated that the Proposed Submission AAP will be published in Autumn/Winter 2023, based on the latest DCO process and subject to a positive outcome. The AAP would then be Submitted for Examination in Spring 2024. The timing of the remainder of the AAP process is in the hands of the Inspector. A timetable for all key stages in the preparation of the joint North East Cambridge Area Action Plan is included below.
13. There is potential that the AAP could be on a similar timetable to the Greater Cambridge Local Plan (see below). As such, the Councils will keep under review whether it is appropriate to merge the AAP into the Local Plan at the Proposed Submission stage.

### **Greater Cambridge Local Plan**

14. The Councils have previously committed to start work on a joint Local Plan in 2019 as part of the City Deal agreement with Government established in 2013. The Councils' adopted 2018 Local Plans both include a policy which makes a commitment to an early review of those Plans. The policies are for a new Local Plan to be prepared jointly by Cambridge and South Cambridgeshire Councils for their combined districts (Greater Cambridge) and include a timetable for this review, to commence before the end of 2019 and with submission to the Secretary of State for Examination anticipated by the end of summer 2022.
15. The National Planning Policy Framework (NPPF) updated in February 2019 continues to include a strong expectation that Local Planning Authorities will prepare plans which positively seek opportunities to meet the development needs of their area, and that are sufficiently flexible to adapt to rapid change. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for a number of key land

uses. These are housing (including affordable housing), employment, retail, leisure and other commercial development, infrastructure for transport and other key utilities, community facilities, and the conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

16. There is a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process. This update to the LDS includes an additional Preferred Options stage to enable public consultation on the emerging preferred approach to be taken by the plan to key strategic issues, and for those views to be considered before detailed policies are drafted. The Preferred Option consultation will make clear the other options considered and why the preferred option was chosen, together with the evidence underpinning the plan to ensure a transparent and inclusive process. This would take place in Summer/Autumn 2021, prior to a Draft Plan Consultation in summer 2022.

17. The Councils' aim to respond constructively to the opportunities that the Greater Cambridge area offers and to deliver a robust plan which responds to these issues, as well as the other big themes raised in the First Conversation consultation, such as responding to climate change. The issues facing the Greater Cambridge area are particularly complex, including a number of major infrastructure proposals being developed by other organisations that could provide significant opportunities for the area. These include the programmes for the DCO for the Milton WTP in relation to North East Cambridge, East West Rail, and the Mayor's proposal for Cambridge Autonomous Metro (CAM). However, there are uncertainties around their delivery and timescales at this early stage in preparing the Local Plan, which make fixing the longer-term timetable difficult at this point in time and ahead of testing the evidence, considering the options for meeting the needs of the area, and identifying the preferred development strategy and being clear on its deliverability.

18. The programme for the later stages of plan making needs to reflect the current complexity in an appropriate way. At this time it is considered there could be two scenarios for the way the latter stages of plan preparation could take place:

- Option 1 - Local Plan runs ahead of the North East Cambridge Area Action Plan

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that did not include reliance on the NEC site or which could allow for the AAP to follow on without undermining the soundness of the Local Plan, there would be potential to progress the Local Plan to the Proposed Submission stage in Spring 2023 (or sooner if practicable). The plan would be Submitted in Autumn 2023, followed by public Examination. The timing of the Examination is in the hands of the independent Inspector. This alternative scenario could achieve an overall timescale that is 6 months or more quicker than option 2.

- Option 2 – Align the Local Plan and the North East Cambridge AAP processes

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the WTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge. This would mean that Proposed Submission publication of both plans would take place in Autumn/Winter 2023, and submission for Examination in Spring 2024 (based on the current DCO timetable). The timing of the remainder of the Local Plan process is in the hands of the Inspector.

19. A timetable for all key stages in the preparation of the joint Greater Cambridge Local Plan is included below. The timing of the Proposed Submission stage and beyond will be kept under close review and refined when there is greater certainty over the timetable.

## Development Plan Documents to be produced

Document title	Subject matter and geographical area	Chain of Conformity	Consultation	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
North East Cambridge Area Action Plan	Vision and planning framework to ensure the coordination of development in the Cambridge Northern Fringe East development site and the Cambridge Science Park (see map at Appendix 1)	Conformity with the NPPF  Compatibility with the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plan (February 2012) Development Plan Documents	Issues and Options 1 (Reg 18)  <b>Winter 2014/2015</b>  Issues and Options 2 (Reg 18)  <b>Spring 2019</b>  Draft Area Action Plan (Reg 18)  <b>Summer 2020</b>	Proposed Submission Consultation (Reg 19)  <b>Autumn/Winter 2023</b>  Note: to follow outcome of Milton Waste Water Treatment Plant (WTP) DCO outcome	Submission to Secretary of State for independent Examination (Reg 22)  <b>Spring 2024</b>  Note: subject to the outcome of Milton WTP DCO	Subject to progress of independent Examination

Document title	Subject matter and geographical area	Chain of Conformity	Consultation	Options	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
Greater Cambridge Local Plan	Includes the Vision, Objectives and Spatial Development Strategy and policies for Greater Cambridge  Prepared for the whole of the administrative areas covered by Cambridge City Council and South Cambridgeshire District Council.	Conformity with the NPPF	Issues and Options (Reg 18)  <b>January 2020</b>  Preferred Option Consultation (Reg 18)	<b>Option 1 –</b>  Local Plan runs ahead of the North East Cambridge Area Action Plan	Proposed Submission Consultation (Reg 19)  <b>Spring 2023</b>	Submission to Secretary of State for independent Examination (Reg 22) <b>Autumn 2023</b>	Subject to progress of independent Examination
			<b>Summer/ Autumn 2021</b>  Draft Plan Consultation (Reg 18)  <b>Summer 2022</b>	<b>Option 2</b>  Align the Local Plan and the North East Cambridge AAP processes	Proposed Submission Consultation (Reg 19)  <b>Autumn/ Winter 2023</b>	Submission to Secretary of State for independent Examination (Reg 22) <b>Spring 2024</b>  Note: subject to the outcome of Milton WTP DCO	Subject to progress of independent Examination

## Neighbourhood Planning

20. Local communities have the power to influence the future of the places they live and work by preparing neighbourhood plans. Neighbourhood plans are led and prepared by the community, not the Council, although the Council has a statutory role to provide advice and support to those producing a plan and at prescribed stages in the plan making process. When a neighbourhood plan is passed by an independent examiner and a local referendum, the Council must adopt it as part of its development plan framework and take it into account when it makes decisions on planning applications in the area, alongside other adopted development plan documents.
21. As neighbourhood plans are not prepared by the Council and their timetables are dependent on the progress made by the community, timetables for their preparation are not included the LDS. However, the section below provides the status of plans at May 2020.

### Cambridge

22. Within Cambridge City there is one designated neighbourhood area and its associated neighbourhood forum:
- South Newnham – approved in March 2017.
23. There is a neighbourhood planning page on the Cambridge City website - <https://www.cambridge.gov.uk/neighbourhood-planning>

### South Cambridgeshire

24. There are nineteen designated neighbourhood areas in South Cambridgeshire as at the end of May 2020. In chronological order these are:
- Linton and Hildersham (designated jointly) – these two parishes have joined together to form a single neighbourhood area that was approved in May 2014
  - Histon and Impington (part of the parish excluded) – this covers the area of the two parishes to the north of the A14 and was approved in September 2014
  - Gamlingay – this covers the parish and was approved in February 2015
  - Waterbeach – this covers the parish and was approved in August 2015
  - Cottenham - this covers the parish and was approved in November 2015
  - Foxton - this covers the parish and was approved in November 2015.
  - West Wickham - this covers the parish and was approved in November 2015
  - Melbourn – this covers the parish and was approved in May 2016
  - Whittlesford – this covers the parish and was approved in August 2016

- Great Abington Former Land Settlement Association Estate – this covers the former Land Settlement Association estate, which only forms part of the parish of Great Abington and was approved in September 2016
- Stapleford and Great Shelford – this two parishes have joined together to form a single neighbourhood area that was approved in November 2016
- Swavesey – this covers the parish and was approved in November 2016
- Thriplow – this covers the parish and was approved in August 2017
- Bassingbourn-cum-Kneesworth – this covers the parish and was approved in December 2017
- Pampisford – this covers the parish and was approved in March 2018
- Sawston – this covers the parish and was approved in June 2018
- Babraham – this covers the parish and was approved in June 2018
- Fulbourn – this covers the parish and was approved in August 2018.

25. The Great Abington Former Land Settlement Association Neighbourhood Plan was 'made' within South Cambridgeshire in February 2019.
26. Cottenham Neighbourhood Plan has been successful through Examination and a referendum date had been set. With changes in the regulations due to Covid19 this referendum was suspended in March 2020. Another date will be set when regulations permit.
27. Histon & Impington Neighbourhood Plan has also been successful through Examination as of March 2020 and subject to agreement between the District Council and Parish Council, a Referendum version of the plan will be allowed to proceed to referendum once regulations permit.
28. Foxton Parish Council submitted its neighbourhood plan to the council on 10 February 2020 and the Regulation 16 consultation started but was subsequently suspended due to the change in circumstances affecting public consultations during Covid19. This consultation will resume once circumstances change.
29. Waterbeach Parish Council has carried out its six-week pre-submission (Regulation 14) consultation which ended on 24 February 2020. They are working towards submission.
30. The remainder of parish councils with designated neighbourhood areas are working their ways towards the consultation required by Regulation 14.
31. For further information on Neighbourhood Planning, including the current status of the neighbourhood forums and plans being prepared, there are Neighbourhood Planning pages on the South Cambridgeshire District Council's website which provide more information about the progress of each neighbourhood plan [www.scams.gov.uk/neighbourhood-plans](http://www.scams.gov.uk/neighbourhood-plans).

## **Supporting evidence and other planning documents**

32. Whilst not forming part of the Local Plan, the councils have produced other supporting documents to aid in the preparation or implementation of Local Plan policies:

- A detailed evidence base
- Statement of Community Involvement
- Sustainability Appraisal & Strategic Environmental Assessment
- Local Plan Policies Map
- Supplementary Planning Documents and Guidance
- Authority Monitoring Reports

### **Evidence Base**

33. In order to carry out the preparation of the new joint Greater Cambridge Local Plan, the councils will develop and maintain a sound evidence base. Necessary research and studies will be conducted and will be supplemented by research undertaken by others as appropriate. Providing a sound and comprehensive evidence base is fundamental to developing sound planning documents. The key evidence base documents will be made available to view and download from the relevant Local Plan webpage.

### **Statement of Community Involvement (SCI)**

34. A significant concern of planning is to improve community and stakeholder engagement from the outset, ensuring people's views can be taken into account. This commitment is reinforced by the requirement for all LPAs to produce a Statement of Community Involvement (SCI). The SCI is not a DPD, and is not subject to public Examination.
35. A Greater Cambridge Statement of Community Involvement was adopted by both councils in June 2019. It details how the community and stakeholders will be involved in the preparation, alteration and review of all local plan documents as well as the consideration of minor and major planning applications.
36. To ensure the SCI remains relevant and has regard to new methods of engagement, the councils will keep this under review, updating it as necessary.

### **Sustainability Appraisal (SA)**

37. Sustainability Appraisal (SA) is required for all DPDs. It is an integral component of all stages of plan-making. The purpose of the SA is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans. The SA embraces



economic, environmental and social objectives, including equalities and health impacts, the therefore has a wider scope than Strategic Environment Assessment (SEA) which is a requirement of an EU Directive and is primarily concerned with environmental impacts.

38. Work on producing a DPD cannot proceed without corresponding work on the SA. Therefore, each DPD will be accompanied by a supporting SA. Both the draft document and the SA will be made available for consultation at the same time and comments invited. The findings of the SA, will inform the DPD and will be a material consideration in determining soundness of the document at the Examination.

### **Local Plans Policies Map**

39. The Policies Map identifies sites allocations and areas of planning constraint, such as Green Belt and other local and national designations. The policies map is updated as new DPDs are prepared or revised so as to provide a clear visual illustration of the application of policies across the area.

### **Supplementary Planning Documents**

40. Supplementary Planning Documents (SPDs) provide further information and guidance on the implementation of Local Plan policies and can be given substantial weight in planning decisions. A list of adopted SPDs, as well as those the councils are intending to review or prepare, are set out on the councils' websites.

### **Authority Monitoring Reports (AMR)**

41. The AMR is a 'state of the environment' report published at least annually. It assesses the effectiveness of the Local Plan policies in managing development and achieving the outcomes and strategic objectives of the planning framework. It also monitors the implementation of the LDS, highlighting whether revisions are necessary.
42. AMRs are particularly useful in identifying development trends, patterns of land use, as well as reporting on transport, housing and population/socio-economic trends in order to provide a 'baseline' context for reviewing and amending existing policies.
43. The latest versions of the AMRs are available to view on the Councils' websites.

### **Community Infrastructure Levy**

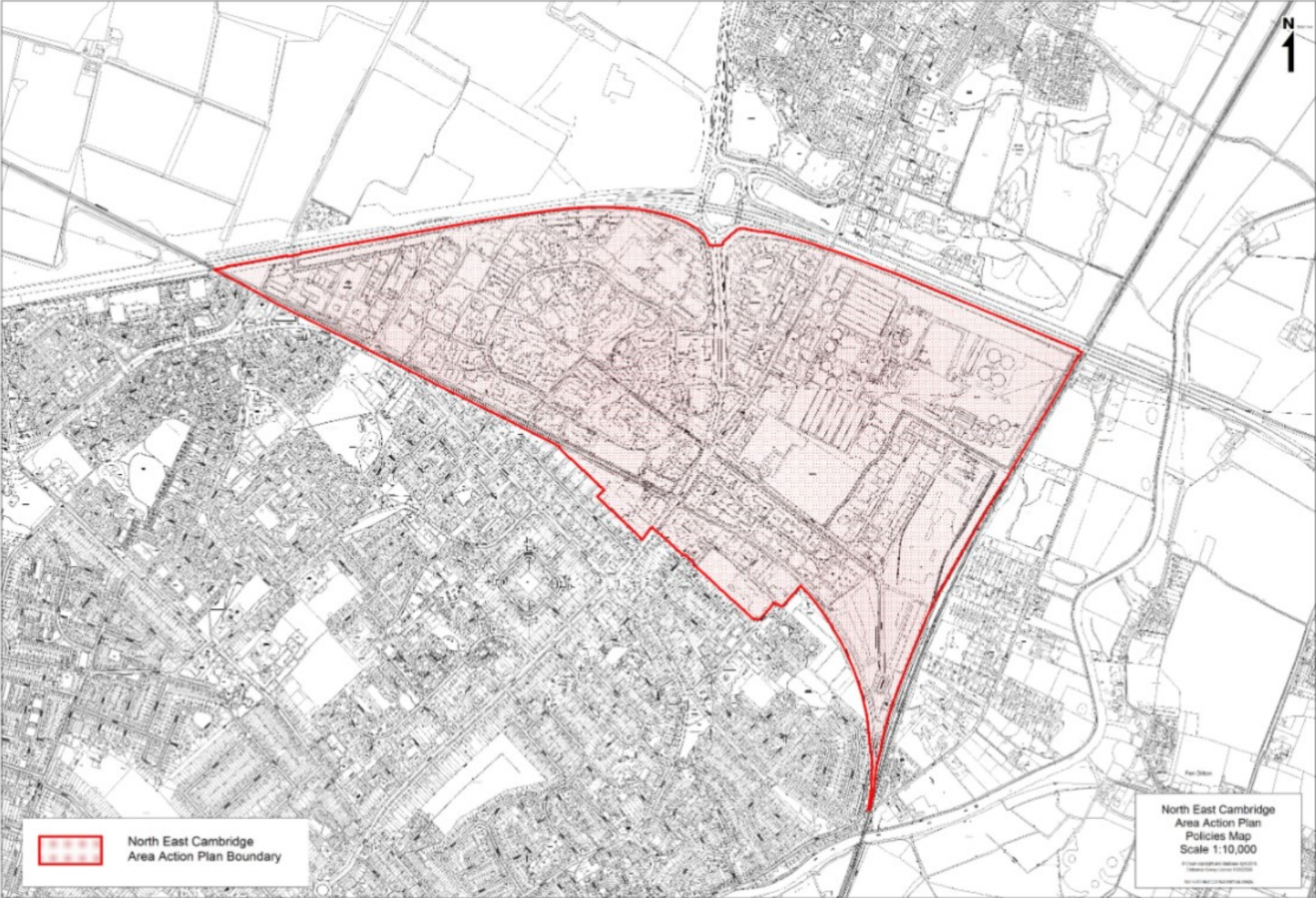
44. The Community Infrastructure Levy (CIL) is a tax on new development, which helps fund a wide range of strategic infrastructure, such as public transport, parks and community facilities, needed to support growth. Both councils had previously sought to introduce a CIL and had submitted draft charging schedules for Examination in 2014. The intention was for these to be Examined following the conclusion of the Examinations into the Local Plans. The councils each agreed to withdraw their CIL draft charging schedules in 2017 reflecting a number of changes in circumstances and to jointly reassess the position.
45. The Councils will update this Local Development Scheme if they intend to commence preparation of a CIL scheme.

### **Monitoring and Review**

46. The councils will monitor the progress of the work set out in this LDS and will publish the results as part of the annual AMR.
47. The LDS will be updated or reviewed where the need to do so is identified.

**Appendix 1:**

**Geographic extent of North East Cambridge Area Action Plan**



# Agenda Item 10



29 June 2020

Report to: Cabinet

Lead Cabinet Member: Hazel Smith, Lead Member for Housing and Health

Lead Officer: Gareth Bell

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## Health & Wellbeing Strategy

### 1. Executive Summary

2. This report presents to Cabinet a Health & Wellbeing Strategy and Action Plan for South Cambridgeshire District Council (SCDC) following its presentation to the Scrutiny and Overview Panel in May 2020.
3. Once approved the Strategy and Action Plan will provide clear guidance and priority to those actions which promote health and wellbeing to the residents of South Cambridgeshire, and which support the Council's business plan.
4. A healthy society is necessary for a prosperous and flourishing society. If we are to make thoughtful decisions about our environment and be able to contribute to the wider community, people's basic health needs must be satisfied first. The greatest factors influencing people's health come from activities such as education, employment, housing, the environment and community - all of which fall within the remit of local government. Health and wellbeing is not an isolated activity but one which permeates every area of the Council's work.
5. The Health & Wellbeing Strategy and Action Plan has been developed following thorough examination of the data describing the health of our district's residents, with a clear understanding of the structures which allow this Council to address these needs in partnership with others and with member engagement at its centre.
6. It should be noted, however, that this process occurred prior to the Covid-19 pandemic, which has already had profound impacts on lifestyles, health and wellbeing and will continue to do so in the medium and longer terms. Whilst it is too early for a full assessment of how this crisis will change the health

landscape, some of the likely impacts have already been evaluated (by local Directors of Public Health in conjunction with the LGA <sup>(1)</sup>); therefore a degree of flexibility within this strategy to respond will be necessary as the pandemic takes its course and a clearer picture emerges.

7. The Strategy and Action Plan was presented to the Scrutiny and Overview committee on 14<sup>th</sup> May 2020. The committee was supportive of the strategy and made the following observations:
  - a) The Strategy should be flexible, reviewed regularly and highly adaptive. This is reflective of our need to be responsive to the health outcomes emerging from the Covid-19 pandemic over the short, medium and longer term.
  - b) SCDC will work in partnership with colleagues at County, seeking opportunities to collaborate and avoid duplication of service. An example of this would be initiatives to achieve greater inclusion in sports and activities of people living with disabilities.
  - c) The Council will promote healthy behaviours and increased levels of walking and cycling in communities by providing and improving safer and better-connected routes across the District and into the City. This will happen by exploring opportunities to increase peoples access to the natural environment via infrastructure improvements to be made through planning policy.
  - d) The new Lifestyles Contract with public health affords the opportunity to deliver nutritional and wellbeing advice, together with other measures which bring together a Whole School Approach to Wellbeing. We will be linking up with other initiatives and charities operating in this space.
  - e) Via the Community Safety Partnership, SCDC will be a key a partner in, and support the Transforming Lives project working with the most vulnerable children and families across the District.
  - f) Explore opportunities to promote self- help and signposting to the myriad of apps, peer support groups and community activities across the district.
  - g) Build strong community resilience, capitalising on the increased neighbourliness stemming from the Covid-19 pandemic.
  - h) Introduce a 'Health in All Policies' approach to our work to evaluate the impacts of policy and projects on health, with the aim of improving the health of the local population and reducing inequity.

## **8. Key Decision**

9. No this is not a key decision.

## **10. Recommendations**

11. It is recommended Cabinet formally approves and adopts this Health & Wellbeing Strategy and Action Plan.

## **12. Reasons for Recommendations**

13. Approving and adopting this Health & Wellbeing Strategy and Action Plan will give clear direction for the work of the Council in continuing to promote and support the wellbeing needs – both physical and mental - of the residents of South Cambridgeshire.

## **14. Details**

15. A Health & Wellbeing Strategy and Action Plan has been developed to provide focus to the many activities the Council is able to undertake to promote and improve the health and wellbeing of its residents.

16. The Strategy has been developed in collaboration with Members through workshops and meetings, with input from colleagues within Public Health and from data obtained from the most recent Joint Strategic Needs Assessment (July 2019).

17. The total resident population of South Cambridgeshire was 155,660 in 2016 and is forecast to rise by 28.8% reaching a total of 200,480 in 2036.

18. Between 2016-2026 the older age groups, particularly the over 75 age group, are expected to have the greatest population growth across Cambridgeshire. The predicted population of people aged 90+ is set to increase by 137% by 2036.

19. As a result of the predicted high population growth from housing growth and within the older populations, demand for health and social care will also continue to increase.
20. The Strategy outlines the activities we are undertaking at present with some planned activities for the future to address the health issues outlined, taking a life course approach i.e. factors affecting health at each life stage.
21. The Strategy does not yet include any actions specific to addressing the medium and longer terms outcomes of the Covid-19 pandemic. Therefore, flexibility will be needed once there is a clearer understanding of how this will develop.
22. The Covid-19 pandemic has demonstrated that populations with chronic long-term conditions, such as obesity, type-2 diabetes, heart disease and chronic obstructive pulmonary disease (COPD), many of which are lifestyle related, are at higher risk of severe outcomes and mortality than healthier populations.

### **23. Options**

Cabinet could:

- a. formally approve and adopt this Health & Wellbeing Strategy and Action Plan as presented;
- b. formally approve and adopt this Health & Wellbeing Strategy and Action Plan, subject to amendments, providing details;
- c. ask for further work to be carried out before reconsidering and adopting a Health & Wellbeing Strategy and Action Plan.

### **24. Implications**

25. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

### **26. Financial**

27. There are no additional financial consequences of adopting this strategy, however it is likely that there will be some additional financial requirement later this year when assessment of the longer-term impacts of COVID-19 are assessed. This could be funded from the additional monies provided by central government for COVID-19 related expenditure.



## **28. Consultation responses**

29. A workshop was held with elected Members in April 2019 with 2 further follow up meetings.

## **30. Alignment with Council Priority Areas**

### **31. Growing local businesses and economies**

Good health and wellbeing are fundamental to support a thriving economy. Security of income is fundamental to good health and wellbeing. Both enable individuals and families to plan for their future, pay for the necessities and have income left over to secure an enhanced quality of life. In the face of high economic and housing growth, the Council's aim will be to at least maintain our excellent current levels of air quality and health and wellbeing.

### **32. Housing that is truly affordable for everyone to live in**

Having a secure, affordable home in which to live and raise a family with easy access to all services and amenities is another key determinant of good health; stable and affordable housing supports mental health by limiting stressors related to financial burden, long commutes and moving frequently. Within these priorities there is a firm commitment to encourage more people to participate in active and healthy lifestyles.

### **33. Being green to our core**

Reducing emissions of greenhouse gases through improved transport, energy efficient housing stock, food and energy-use choices can result in improved physical and mental health. The more homes and workplaces the district hosts the more important this is, especially around air quality; this will be mitigated for example through well-designed communities, improving access to green space and increased tree planting in every parish.

### **34. A modern and caring Council**

Supporting local community and voluntary groups and local businesses to help carry out projects which benefit people and the community, especially the most vulnerable; to enhance sustainable, healthy, connected communities.

## **35. Background Papers**

[Cambridgeshire and Peterborough JSNA Core Dataset 2019](#)  
[District Summary – South Cambridgeshire JSNA Core Dataset 2018/2019](#)

### **36. Appendices**

Appendix A: Executive Summary

Appendix B: Health & Wellbeing Strategy 2020 -2024 Draft incl and Action Plan

Appendix C: Health & Wellbeing Financials

### **37. References**

1. <https://local.gov.uk/public-mental-health-and-wellbeing-and-covid-19>

### **38. Report Author:**

Lesley McFarlane – Development Officer, Health

Telephone: (01954) 713443

# South Cambridgeshire District Council

## Health and Wellbeing Strategy 2020-2024

### Executive Summary

The Council is committed to continuing to improve health outcomes for all our residents by focusing on the wider determinants of health (see infographic page 2), a diverse range of social, economic and environmental factors and aspires to integrate health into all its policies, to address local health issues and inequalities. We hope that by taking a holistic, long term approach, we will deliver sustained interventions which help our residents start well and live well regardless of who they are, where they live or how much they earn.

This strategy has been developed following thorough examination of the data describing the health of our district's residents, providing a clear understanding of the structures which allow this Council to address these needs in partnership with others and with member engagement at its center. This process however, occurred prior to the Covid-19 pandemic which has already had profound impacts on lifestyles, health and wellbeing and will continue to do so in the medium and longer terms. Whilst it is far too early for a full assessment of how this crisis will change the health landscape, some of the likely impacts have already been evaluated (by local Directors of Public Health in conjunction with the LGA); therefore a degree of flexibility within this strategy to respond will be necessary as the pandemic takes its course and a clearer picture emerges.

Beyond its core functions, the district council has a number of enabling roles which support good public health mainly through the development of community wellbeing initiatives and activities such as community groups and clubs which create community cohesion. These comprise the "Wider Determinants of Health", which are a range of social, economic and environmental factors, alongside behavioural risk factors which often cluster in populations, affecting lives.

# HOW DISTRICTS IMPACT THE SOCIAL DETERMINANTS OF HEALTH AND WELLBEING



## People

Sheltered housing, homelessness advice, debt advice, benefits advice.



## Social and community environment

Social cohesion, community activation and hubs, support for voluntary groups, neighbourhood wardens, social prescribing services, community safety, environmental health, food safety, pest control, noise control, health and safety, licensing pubs and clubs, leisure centres, physical activity promotion, play provision, sports development.



## Local economy

Regeneration, economic development, local employers, local government jobs, commissioning services, grants, business grants, tourism, marketing.



## Built environment

Housing, strategic housing, home adaptations, handyman services, planning, building control, creating green spaces, parks and playing fields, play spaces, healthy infrastructure, cycle routes, car parking, CCTV.



## Natural environment

Sustainable development, home insulation, planning and development control, biodiversity, climate change strategies, air quality monitoring, waste and recycling collections, conservation areas, conservations officers, arboriculture, allotments, cemeteries.

There are a number of issues specific to South Cambridgeshire:

- Demand for health and education services will continue to increase significantly as a result of the particularly strong local housing growth and the general aging of the population.
- South Cambridgeshire has a significantly higher birth rate than the Cambridgeshire average due in part to the number of new communities which attract young and growing families.
- The high cost of housing in South Cambridgeshire means that young families and individuals are at greater risk of poverty.
- Where poverty does exist the percentage of children achieving a good level of development at the end of reception is significantly worse than the England average for local children with free school meal status
- Cambridgeshire has high levels of hospital admissions among 10-24 year olds due to self-harm (almost twice as high as reported across the East of England and 1.5 times higher than found nationally).
- In South Cambridgeshire approximately a quarter of adults are physically inactive, not meeting the recommended 150 minutes of moderate intensity activity each week. Over half of all adults across the district are classified as overweight or obese.

The strategic activities of the District Council are organised into four areas:

- Children and Young People
  - Promoting inclusive activity for children
  - Supporting vulnerable families with children
  - Early identification of children at risk
- Healthy Behaviours and Lifestyles
  - Promoting activity for the aging population
  - Designing health and welfare into our strategic sites
  - Support residents facing fuel poverty and homelessness
  - Delivering improved air quality
- Mental Health
  - Actively building community connections in our strategic sites
  - Planning environments which promote mental health
  - Early identification of risk signs and counselling service provision to families at risk
- Ageing Well
  - Support elderly residents living independently at home
  - Investing in services to reduce isolation
  - Providing preventative education to avoid risk events
  - Ensure provision of suitable housing choice for aging population
  - Planning environments which enable residents to age well

## **Delivery**

Some of these objectives are delivered directly; others are delivered indirectly or in partnership through SCDC providing funding or capability to other organisations. See Appendix 2 for a full account of current activities and future plans.

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# South Cambridgeshire District Council Health and Wellbeing Strategy 2020-2024

## 1.0 Foreword

*Written by Bridget Smith*

Health and Wellbeing is not a standalone issue and its importance for all of us has been highlighted in the starkest manner during the Covid Pandemic when those people with the poorest predicted health outcomes have suffered the most. One of our main goals must be to make our residents, our villages and towns truly resilient to future threats of this nature.

Health and Wellbeing is inextricably linked to our priorities to be “Green to Our Core”, to grow local businesses and economies and to provide homes that people can afford to live in. It is so very much more than access to health centres and sports clubs. The Quakers in the 19th Century understood that if they wanted an efficient and productive workforce they needed people to be well educated, to be in good health, to live in high quality homes close to their employment and to be able to breathe fresh air and access the countryside.

These lessons are as relevant today as they were then. We know that poor education and poor health impact negatively on productivity. We know that long commutes on congested and dangerous roads lead to stress, over-tiredness and poor mental and physical health as well as to air pollution. We know that 21st century employers understand their role in ensuring a fit and healthy workforce and we know it is our job to help them do this by creating spaces for activity in and around our major employment sites.

If we really want South Cambridgeshire to be somewhere recognised for the good health and wellbeing of its residents we must build communities that are close to where people work so that they have the choice to walk or cycle to work and even not own a car, thereby potentially helping their finances and also the environment. We also need to build homes close to where our residents learn, play and have fun ensuring that the green spaces are a short walk or cycle ride from every home.

And we do have a role to kick start local initiatives that deliver healthy outcomes especially for those for whom access to health giving activities is difficult. We will work with communities to help them tackle loneliness which is all too frequently a factor in ill health as well as a consequence of ill health.

If we can get this right then we will be fully maximising the role of the District Council in the prevention of ill health and the promotion of good health.

## 2.0 Introduction

Our health and wellbeing is an outcome of the circumstances in which we are born, grow, live and work and the personal and social connections we make along the way<sup>(1)</sup>. These wider environmental and social factors influence our ability to flourish and do well and make the most of the opportunities that are presented to us throughout life, making for a compelling case that responsibility for the health of the public goes beyond the health and social care system.

South Cambridgeshire is already a great place to live, work, grow and prosper, in fact it's one of the least deprived Districts nationally, where people on the whole consider themselves to be well and have lower levels of chronic illness and obesity than is seen in other parts of the County. However, the District faces the challenge of high economic growth in the face of an increasing number of older people where more people will need physical and financial support and with fewer people of working age able to fund services. It's therefore an imperative that as a population we retain good health into older age not only to ensure we can work productively until retirement but to enjoy a good quality of life and to continue to contribute to society well into retirement.

The Council is therefore committed to continuing to improve health outcomes for all our residents by focusing on the wider determinants of health (see infographic below), a diverse range of social, economic and environmental factors and aspires to integrate health into all its policies, to address local health issues and inequalities. We hope that by taking a holistic, long term approach, we will deliver sustained interventions which help our residents start well and live well regardless of who they are, where they live or how much they earn.

The District Council has identified its health and wellbeing priorities to support delivery of the business plan, using data from the Cambridgeshire and Peterborough Joint Strategic Needs Assessment (JSNA) 2019 and the District Summary for South Cambridgeshire JSNA 2019. The JSNA report, published by the Public Health team at County Council aims to identify local needs and views in order to support local strategy and service planning.

In light of the Covid-19 pandemic, however, a degree of flexibility will be required in our planned activities and budget to address the health outcomes as they begin to emerge over the short, medium and longer term.

The following infographic is taken from the paper "Shaping Healthy Places" (Feb 2019)<sup>(5)</sup>, LGA and DCN and illustrates how a District Council can influence the health through the delivery of statutory and non-statutory services.



# HOW DISTRICTS IMPACT THE SOCIAL DETERMINANTS OF HEALTH AND WELLBEING



## People

Sheltered housing, homelessness advice, debt advice, benefits advice.



## Social and community environment

Social cohesion, community activation and hubs, support for voluntary groups, neighbourhood wardens, social prescribing services, community safety, environmental health, food safety, pest control, noise control, health and safety, licensing pubs and clubs, leisure centres, physical activity promotion, play provision, sports development.



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Regeneration, economic development, local employers, local government jobs, commissioning services, grants, business grants, tourism, marketing.



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Housing, strategic housing, home adaptations, handyman services, planning, building control, creating green spaces, parks and playing fields, play spaces, healthy infrastructure, cycle routes, car parking, CCTV.



## Natural environment

Sustainable development, home insulation, planning and development control, biodiversity, climate change strategies, air quality monitoring, waste and recycling collections, conservation areas, conservations officers, arboriculture, allotments, cemeteries.

## The Business Plan

The Business plan published in 2019 focuses on 4 key areas of priority:

### **1. Growing local businesses and economies**

Good health and wellbeing are fundamental to support a thriving economy. Security of income is fundamental to good health and wellbeing. Both enable individuals and families to plan for their future, pay for the necessities and have income left over to secure an enhanced quality of life. In the face of high economic and housing growth, the Council's aim will be to at least maintain our excellent current levels of air quality and health and wellbeing.

### **2. Housing that is truly affordable for everyone to live in**

Having a secure, affordable home in which to live and raise a family with easy access to all services and amenities is another key determinant of good health; stable and affordable housing supports mental health by limiting stressors related to financial burden, long commutes and moving frequently. Within these priorities there is a firm commitment to encourage more people to participate in active and healthy lifestyles.

### **3. Being Green to our core**

Reducing emissions of greenhouse gases through improved transport, energy efficient housing stock, food and energy-use choices can result in improved physical and mental health. The more homes and workplaces the district hosts the more important this is, especially around air quality; this will be mitigated for example through well-designed communities, improving access to green space and increased tree planting in every parish.

### **4. A modern and caring council**

Supporting local community and voluntary groups and local businesses to help carry out projects which benefit people and the community, especially the most vulnerable; to enhance sustainable, healthy, connected communities.

## **The Wider Context**

Whilst it's important to focus on the needs of the local population this should be viewed in relation to the wider context of the health and care system; the greatest health gains to be made are when we work together as one system rather than disparately. Simplifying how people can access and navigate the multitude of services will be key to enabling long-term health and wellbeing.

This strategy has not been developed in isolation; rather, it takes into consideration the wider context of the socio and economic environment across the County and nationally and recognises the work being undertaken in collaboration with the public sector under the Think Communities approach to place-based working and the delivery of Primary Care through the Primary Care Networks (PCNs).

As a District Council we are members of and represented on the Cambridgeshire and Peterborough Health and Wellbeing Board. The aim of the board is to improve integration between practitioners and local health and social care, public health and related public services so that patients and other service-users experience more joined up care. Through our membership we are signed-up to the wider County priorities and work with our colleagues in Public Health to address more local issues pertinent to South Cambridgeshire.

## **The Draft Cambridgeshire and Peterborough Health and Wellbeing Board Strategy 2019- 2023**

The Cambridgeshire and Peterborough Health and Wellbeing Board is currently updating its strategy, however, the emerging 4 key priority areas are:

1. Places that support our health and wellbeing
2. Helping children achieve the best start in life
3. Staying healthy throughout life
4. Quality health and care services

## **Cambridgeshire and Peterborough Sustainability and Transformation Plan. (STP) <sup>(6)</sup>**

It's also important to take into consideration the health priorities of the NHS. These are set by the Cambridgeshire and Peterborough STP. The STP has two geographical Alliances, in the North and South. Primary Care Networks (PCN's outlined on page 8) will operate within an Alliance geography. In South Cambridgeshire our health care services will fall within the Southern Alliance and they are charged with developing Integrated Neighbourhoods to help the PCNs to develop local integrated services with community partners. NHS community teams and the Combined Local Authority Think Communities teams will align to PCNs to support integration opportunities as Integrated Neighbourhoods.

The Cambridgeshire and Peterborough Clinical Commissioning Group (CCG) will lead on the development of these delivery plans on behalf of the STP and work in partnership with the Southern Alliance. The priorities are listed as follows:

1. Promoting care in people's homes via neighbourhood care hubs, and a focus on people powered health and wellbeing.
2. Providing safe and effective hospital care when needed

3. Partnership working
4. Developing a culture of learning as a health and care system
5. Using technology to modernise health

Much of the work we do as a District Council is already aligned to these priorities. This is demonstrated within the Greater Cambridge Housing Strategy and our commitment to create homes which promote good health, and through our housing officers and community work focused on enabling people to live independently in their own homes for as long as possible. We will continue to work in partnership with health professionals to avoid hospital admissions and facilitate timely discharge from hospitals; exploring the adoption of tech-enabled solutions in our Healthy New Town at Northstowe.

## District Overview

- ⇒ South Cambridgeshire is predicted to have the **highest** level of **growth in absolute numbers and proportional growth** of any Cambridgeshire district between 2016-2036.
- ⇒ Recent growth has primarily been driven by **natural change, rather than migration. However**, our planned new housing sites and the numbers of dwellings expected in **South Cambridgeshire also contribute to the expected population growth.**
- ⇒ In South Cambridgeshire, as with most Cambridgeshire districts, the **White British** group comprises around 90% of the population. Travellers make up the largest ethnic minority group in the District and have the poorest health outcomes.
- ⇒ South Cambridgeshire is markedly the **least deprived district** in Cambridgeshire, and none of its population live in the most deprived fifth (20%) of areas nationally.
- ⇒ The **proportion of people** from the **Asian: Indian/Pakistani/ Bangladeshi** group in South Cambridgeshire is **smaller** than the proportion found nationally (1.9% compared to 5.6%).
- ⇒ **Health outcomes in South Cambridgeshire are broadly very good** and often statistically significantly better than national averages.
- ⇒ South Cambridgeshire's **educational attainment** and **employment** rates are statistically significantly **better than the England average.**
- ⇒ South Cambridgeshire has statistically significantly **higher levels of emergency hospital stays for self-harm.** There are also higher levels of hospital admissions to 24-hour led services, although this may reflect local service provision.

The core Health and Wellbeing functions of district councils include economic development, planning, housing, environmental health and waste services. However, beyond its core functions, the district council has a number of enabling roles which support good public health mainly through the development of community wellbeing initiatives and activities such as community groups and clubs which create community cohesion. These comprise the "Wider Determinants of Health", which are a range of social, economic and environmental factors, alongside behavioural risk factors which often cluster in populations, affecting lives.

By addressing the wider determinants of health, we can help improve the overall health of our residents by helping to improve the conditions into which they are born, live and work. Keeping people well and independent throughout their life is crucial to supporting

the economic growth of the district whilst also reducing demand on pressured services. South Cambridgeshire is ideally placed to showcase how it is specifically addressing “*putting health into place*” through its work at [Northstowe](#) an NHS Healthy New Town demonstrator site.

## Overview of South Cambridgeshire

### Forecasting future needs for health and care in South Cambridgeshire

The total resident population of South Cambridgeshire was 155,660 in 2016 and is forecast to rise by 28.8% reaching a total of 200,480 to 2036.

Between 2016-2026 the older age groups, particularly the over 75 age group, are expected to have the greatest population growth across Cambridgeshire. The predicted population of people aged 90+ is set to increase by 137% by 2036.

As a result of the predicted high population growth from housing growth and within the older populations, demand for health and social care will also continue to increase.

### Primary Care

In July 2019 GP surgeries started working in partnership (geographically) and at scale to address the growing needs of their increasing ageing population. Practices across the District have formed themselves into Primary Care Networks (PCN) which serve populations of approximately 40,000-50,000 people each. They aim to work more collaboratively with other agencies such as Public Health commissioned services, community and local authority led projects, mental health, social care, pharmacy, hospital and voluntary services.

There are 3 main PCNs across the District within which our GP practices fall:

- ⇒ **Cambridge South East Villages** (Granta): Shelford, Sawston, Linton, Barley and Royston Surgeries in Hertfordshire
- ⇒ **Cambridge West Villages**: Harston, Comberton, Bourn, Orchard (Royston), Royston and Roysia surgeries
- ⇒ **Cambridge North Villages**: Firs House (Histon), Milton, Willingham, Over, Cottenham, Swavesey, Maple (Bar Hill) and Waterbeach (and yet to be built Northstowe) Surgeries
- ⇒ Papworth Surgery will join the Huntingdon Central PCN
- ⇒ Monkfield Medical Practice (Cambourne) will join the St Neots PCN
- ⇒ Greensands Medical Practice (Gamlingay) will join a Bedfordshire PCN

## Secondary Care

Annual hospital care attendances and admissions for people registered within South Cambridgeshire are shown in the table below:

Area	All ages		Under 75s		75 and over	
	Number of admission episodes	DASR per 1,000	Number of admission episodes	DASR per 1,000	Number of admission episodes	DASR per 1,000
Cambridge	25,709	250	20,297	206	5,412	696
East Cambridgeshire	21,719	247	16,303	203	5,416	690
Fenland	33,112	314	24,926	267	8,186	798
Huntingdonshire	50,089	285	38,403	235	11,686	789
South Cambridgeshire	38,683	252	28,893	205	9,790	722
Cambridgeshire	169,312	268	128,822	220	40,490	746
Peterborough	47,062	259	37,707	215	9,355	707
<b>Cambridgeshire and Peterborough</b>	<b>216,374</b>	<b>266</b>	<b>166,529</b>	<b>219</b>	<b>49,845</b>	<b>738</b>

### For the table:

DASR - directly age-standardised rate.

Includes all elective, emergency, maternity and other admissions (excluding well babies receiving usual care). Cambridgeshire districts are benchmarked against Cambridgeshire average value, Cambridgeshire against C&P average value, and Peterborough against C&P average value.

- ⇒ There was a total of **38,683 inpatient admission episodes for South Cambridgeshire** in 2017/18 (22.8% of Cambridgeshire's total).
- ⇒ Rates of inpatient admission episodes are more than three times **higher in people aged 75 and over** than in under 75s for most of the C&P CCG areas. For **South Cambridgeshire** the rates are **more than three and a half times higher in the 75 and over age group**.
- ⇒ 64% of beds are occupied by patients over 65 years <sup>(3)</sup>.

Most hospital attendances for the residents of South Cambridgeshire take place at Cambridge University Hospital (CUH), Addenbrookes. Demand for hospital services are predicted to continue to rise as a result of high population growth from housing growth across the County and the increase in the older population.

## Joint Strategic Needs Assessment (JSNA):

A JSNA is an evidenced based document which looks at the current and future health and care needs of local populations to inform and guide the planning and commissioning of health, wellbeing and social care services within a local authority.

## Health Headlines for South Cambridgeshire

**Please note**, all the variances which follow are statistically significant.

### Maternity Services

South Cambridgeshire has a significantly higher birth rate than the Cambridgeshire average due in part to the number of new communities which attract young and growing families.

The rate of under 18 conceptions is significantly lower in South Cambridgeshire than the England average and is declining.

### Children and Young People's Health

The percentage of children living in poverty in South Cambridgeshire is statistically significantly lower than England, and all the other Cambridgeshire districts. However, this doesn't mean that poverty doesn't exist. Families living in poverty in our district are more dispersed due to the rural nature of the district and are often restricted to individual households or streets. Due to the high cost of housing in South Cambridgeshire, young families and individuals are at greater risk of poverty.

In Cambridgeshire, the percentage of children achieving a good level of development at the end of reception is similar to the national average. However, this **percentage drops to a level significantly worse than the England average for local children with free school meal status.**

### Needs identified in the JSNA

- 70.2% of South Cambridgeshire pupils achieved at least 5 GCSEs at grades A\*-C in 2015/16.
- South Cambridgeshire's GCSE attainment rate is significantly better than the England average (57.8%).
- The percentage of children living in poverty in South Cambridgeshire is significantly lower than England and the other Cambridgeshire districts.
- South Cambridgeshire has significantly lower levels of excess weight in children and adults, nevertheless, **almost 25% of local children leaving primary school are overweight or obese.**
- Levels of physical activity in 15 year olds in Cambridgeshire (no local data is available) is similar to England averages with only **11.9% being physically active.**
- 72.4% of 15 year olds in Cambridgeshire have 'ever had an alcoholic drink'. This is significantly worse than the England average. Levels of 'regular drinkers' are similar to levels nationally.

- One in eight (12.8%) 5 to 19 year olds had at least one mental disorder when assessed – equivalent to approximately 3,690 children and young people in South Cambridgeshire.

## Priority Areas

- High levels of hospital admissions among 10-24 year olds due to self-harm (almost twice as high as reported across the East of England and 1.5 times higher than found nationally).<sup>(2)</sup>
- **South Cambridgeshire** has significantly **higher** levels of **emergency hospital stays for self-harm** than found nationally.
- Hospital stays for alcohol-specific conditions (under 18's) is similar to England averages but one of the higher rates across the Cambridgeshire Districts.
- Childhood obesity, whilst better than Cambridgeshire and national averages; 11% of children in South Cambridgeshire are leaving primary school in year 6 classified as obese.
- Countywide, children entitled to free school meals do less well developmentally at the end of reception than their counterparts.

## Health Behaviours and Lifestyle

Our lifestyles are influenced by the way our health develops over our lifetime. Health promoting behaviours such as eating a healthy balanced diet, taking regular physical activity, avoiding smoking and drinking alcohol within the recommended limits are known to be protective and can enable people to stay healthy for longer.

In South Cambridgeshire approximately a quarter of adults are physically inactive, not meeting the recommended 150 minutes of moderate intensity activity each week. Overall, physical inactivity is responsible for up to one in five premature deaths and is estimated to cost the UK economy more than £7 billion annually. It is also one of the biggest health challenges facing the nation. At every age physical activity reduces the risk of developing musculoskeletal conditions; the cause of 8.9 million days lost per year in sickness leave nationally <sup>(3)</sup>.

Over half of all adults across the district are classified as overweight or obese. Carrying excess weight leads to greater risk of developing chronic long-term illnesses such as obesity, diabetes, heart disease, all forms of cancer and stroke.

Most district councils provide leisure services and access to green spaces. South Cambridgeshire District council does not own and run its own leisure centres and the majority of open spaces are owned by parish councils. Through our planning function, S106 contributions can be sought to help communities set up sustainable clubs and initiatives as well as gain external funding to invest in schemes which promote activity within the community such as the "Outdoor Gym" initiative planned for Northstowe, or by creating active travel environments which create safe cycling and pedestrian infrastructure in our new communities. According to the Kings Fund, reduced-cost, innovative schemes and free access to leisure services suggest that up to £23 in value can be created for every £1 invested <sup>(1)</sup>.



## Needs identified in the JSNA

- Although statistically better than the England and Cambridgeshire rates; 56% of adults in South Cambs aged 18+ are classified as overweight/obese; representing over half of all adults.
- Smoking rates are similar to the national average – approximately 12% of adults smoke.
- 25% of adults do not undertake any regular physical activity.
- Hospital stays due to alcohol specific conditions are similar to England and County averages.
- Diabetes Diagnosis rates are significantly worse than the England and County averages.
- The prevalence of Asthma is statistically significantly higher in South Cambridgeshire (7%) than in England (5.9%) and Cambridge City (4.9%).

## Long term conditions and premature mortality

Healthy life years are an important measure of the relative health of populations. However, whether extra years of life gained through increased longevity are spent in good or bad health is hugely important for the individual and their quality of life. Whilst life expectancy at birth is statistically significantly higher in South Cambridgeshire than the England average for both males and females, the number of years lived in good health is reducing and this is especially so for people living in areas of higher deprivation.

The main causes of death across Cambridgeshire and Peterborough are from all forms of cancer, cardiovascular disease, respiratory diseases and dementia/Alzheimer's.

## Priority Areas

- Prevalence of **asthma is significantly higher in South Cambridgeshire** than the national average.
- For **chronic obstructive pulmonary disease (COPD), coronary heart disease, high blood pressure, stroke, cancer, and diabetes**, the prevalence in **South Cambridgeshire is lower than the national average**.
- The number of years lived in good health (healthy life expectancy at birth) is significantly higher than the England average for females in Cambridgeshire but similar to the England average for males.

## Mental Health

Mental health is the biggest cause of disability in the UK, representing 23% of the burden of illness<sup>(3)</sup>. People with severe mental illness die on average 20 years earlier than the general population. In fact one in four adults will be affected by a mental health problem in their lifetime. 50% of all lifetime mental illness will be established by aged 14 and 75% by the time a person reaches their mid-twenties. South Cambridgeshire has its own challenges, particularly around the prevention of mental illnesses and the management of mental health in young people aged 10-24 years.

## Needs identified in the JSNA

- South Cambridgeshire has significantly higher levels of emergency hospital stays for self-harm than found nationally
- Hospital stays due to alcohol specific conditions are similar to England and County averages.
- Suicide rate (per 100,000) is similar to England and County averages.
- The numbers of people claiming Employment Support Allowance for mental and behavioural disorders (across the County) is increasing.

## Ageing Well

South Cambridgeshire enjoys a higher life expectancy than other Districts across the County and England. However, ageing should focus on the number of years lived in good health rather than how long a life is lived. The Council wants to ensure that all people have a good quality of life that adds value and purpose, one in which they can continue to contribute to their families and the wider economy well into retirement (if they so choose).

Ageing can bring challenges, such as frailty, chronic long-term conditions, feelings of isolation and loneliness and dependence but these need not be an inevitable part of ageing. There is much one can do to maintain good health and wellbeing as we age. Public services, the third sector, the commercial sector and local government can ensure that South Cambridgeshire is a great place to grow older and live well.

## Needs identified in the JSNA

- Rates of Excess Winter deaths in older people aged 85+ tend to show no significant difference to the England Average
- Rates of hip fractures in people aged 65 and over tend to show no significant difference to the England Average
- Dementia diagnosis rates for people aged 65+ across the District are significantly lower (worse) than the national average.

For South Cambridgeshire, based on CCCRG future population estimates, see section 1 above, (which consider local growth plans in their methodology and assumed to be more accurate), the predicted increases 2017-2035 in those experiencing certain conditions are:

- ⇒ Moderate physical disability: 19.4%
- ⇒ Serious physical disability: 20.6%
- ⇒ Mod/Serious personal care disability: 19.8%
- ⇒ Common mental disorder: 17.8%
- ⇒ A fall: 65.4%
- ⇒ Dementia: 93.4%

All of these will have serious implications on demand for specialist housing and a built environment which is dementia and age friendly.

## How we will measure success

An effective public health approach recognises that it is only through actively working together on these many factors, that we can make inroads into improving health for the whole population<sup>1</sup>. We cannot achieve this alone. Actions will need to be monitored and outcomes evaluated where possible; however, changes to population health often take many years to achieve. Therefore, it is important to recognise that whilst we cannot directly influence individual health outcomes, we can make a significant positive contribution to health and wellbeing at a population level through the actions outlined in the strategy.

*“Designing a dementia friendly town won’t prevent dementia but it will improve the quality of life for those living there”.*

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## Conclusions

This Strategy aims to address the Health and Wellbeing needs of a population who on the whole report good health but where there is continuing high housing growth and ambitious economic growth in the face of an increasingly ageing population where more people will need physical and financial support, with fewer people of working age able to fund services. The role we play in the wider determinants of health will ensure our populations are: physically and mentally fit and therefore more resilient in the face of any future pandemics; contribute to, and benefit from, the economic growth across the region; and continue to positively contribute to society and live full lives well beyond retirement. Providing for health and wellbeing is an essential element to place making, building strong and resilient communities engaged in addressing wider environmental challenges; and is complementary to a supportive built environment designed to promote health and wellbeing.

The health priorities for this Council will be to promote optimum health through the wider determinants where we can use our influence. Health cannot be achieved alone through the built environment; spaces need to be animated and activities supported by the Council. Providing the opportunities for young people to participate in activity acts to embed activity into their lifestyles at the outset which stays with them as they mature and grow; so being active becomes part of their lifestyle. Helping adults to regain activity helps demonstrate a good role model to young people and helps to create a culture of physical activity. An holistic approach to health and wellbeing is required to maximise every opportunity available to influence, support and encourage health and wellbeing leading to a virtuous circle of mutually reinforcing interventions.

By adopting a “health in all policies” approach the Council will seek to achieve a net gain in human health in all its endeavours and activities.

## References

- (1) Kingsfund.org.uk/district-council-contribution-to-public-health
- (2) <https://fingertips.phe.org.uk/profile-group/mental-health/profile/cypmh/data#page/0/gid/1938133090/pat/6/par/E12000006/ati/102/are/E10000003/iid/90813/age/305/sex/4><https://www.scambs.gov.uk/housing/housing-strategy-and-policy/>
- (3) HOPSR:<https://www4.shu.ac.uk/research/crest/news/housing-older-people-supply-recommendations-hopsr>
- (4) ECDA: <https://shurda.shu.ac.uk/91/>
- (5) [http://www.fph.org.uk/what\\_is\\_public\\_health](http://www.fph.org.uk/what_is_public_health)

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## Health & Wellbeing Action Plan 2020-2024

Table 1: Children and Young People

What we're doing now	Why we're doing it	Delivery model	Cost
Home Start Grant Funding for new parents	A child's future is determined before they are born. The Home Start programme is targeted to parents with young children under the age of 4 living in the most disadvantaged areas of the District and supports the Countywide priority of giving children the best start in life.	Funding provided for Home Start via the Service Support Grants.	£4000 over 3 years
Holiday Sports Camps	To provide opportunities for children from all backgrounds to participate in sport activity to build confidence, improve educational attainment (direct link between children who play sport and educational attainment), social and community cohesion. These events are supported by volunteers from the young leader programme via School Sports Partnership.	Sport camps Disability school athletic sport.	Self funded
Mini Olympics for year 4 pupils	Promoting sport in schools. 44 schools across South Cambridgeshire attending with 1600 pupils introduced to a wide range of sports and involving 128 volunteers from the 8 secondary schools. Children who engage in sports early adopt healthy lifestyle habits which are more likely to continue into adulthood. There is a strong correlation between sporting activity and educational attainment	South Cambs Schools Sports partnership (Total event cost £4300)	£1000
Wild Minds	Working in partnership with Milton Country Park and a psychological therapist to provide an 8 week course for young people (aged 14-18) with poor mental health unable to access mental health services via primary care.	Funded by Let's Get Moving	£3,226
Working with vulnerable families	Through our housing officers, identifying families who may be struggling and working across agencies to provide wrap around support.	Housing Support Officers and Complex Case Officer	£Officer time
Advice Services	To provide debt counselling and advice services such as CAB and Disability Cambridgeshire to families in need of additional support	Funding provided for voluntary sector organisations via the Service Support Grants.	£85,000/pa CAB £ 5,000/pa DC £ 3,000/pa DISH £ 4,110/pa Reach
Future Plans	Why we're doing it	Delivery model	Cost
Nutritional Wellbeing in Schools	New funding from Public Health providing access to schools to provide nutritional wellbeing together with measures such as Whole School Approach to Health and Wellbeing.	Healthy Lifestyles Contract Public Health (formerly LGM)	£External funding

**Table 2: Healthy Behaviours and Lifestyles**

<b>What we're doing now</b>	<b>Why we're doing it</b>	<b>Delivery model</b>	<b>Cost</b>
Creating an Active Travel Toolkit	To guide planners, developers and officers in creating truly active environments in new communities to encourage residents to adopt more active healthier lifestyle behaviours as soon as they move in. Encouraging more people to travel by cycle or on foot will not only create safe more sustainable environments in which children can play, it will improve population-based activity levels, increase community cohesion and improve air quality. To be included in the next Local Plan and create an Active Travel SPD.	Planning, policy, S106	£Officer time
Health Impact Assessments (HIA)	Using the Health Impact Assessment tool to work with developers and planners to ensure new settlements promote health and wellbeing through good quality housing, equitable access to local amenities, open green space and play areas.	Sustainable Communities Officers	£Officer time
Equalities Impact Assessments (EqIA)	Use of the Equalities Impact Assessment tool for all new policy, projects and major planning applications to ensure disadvantaged or vulnerable people are not discriminated against.	Planning, policy	£Officer time
Creating healthy new communities through the planning system	Working closely with developers and planners to create new communities which design-in active lifestyle, promote physical activity, health and wellbeing via high quality housing, easy access to green space, amenities and healthcare, learning from what works well at Northstowe.	Planning, policy, S106	£Officer time
Active and Healthy 4 Life (Exercise on referral)	Exercise Referral scheme for adults with a medical condition. Delivered at sports centres across the district. Continue to work with PCNs to improve and increase referral rates across the District.	Local Sports Centres Sports co-ordinator contractor	£22,000
Healthy Lifestyles Contract (formerly Let's Get Moving)	A County funded programme aimed at those most in need to encourage participation in physical activity. Participating in physical activity improves physical health, e.g. can help reduce obesity, reduce risk of developing diabetes, heart disease and other chronic illnesses and positively impacts mental wellbeing.	Funded by Public Health and hosted by SCDC promoted by Project Officer post.	Funded in full by CCC
Active New Communities	HNT programme/Sport England funded programme to support physical activities in new communities including Northstowe and Hauxton.	HNT and Sport England	Funded by NHS HNT & Sport England
Promoting greater activity in the workplace via national initiatives i.e. cycle to work day; lunch time walks, various activities in the recreation room; learn at lunch sessions. Mental Health First Aiders,	To improve employee morale, encourage more inter-departmental cohesion, create an enjoyable working environment, improve physical activity levels and support mental wellbeing for employees.	Officer support and Everyone Health (funded by CCC).	£Officer time
Early intervention and prevention to support debt and prevent homelessness	To help residents to maintain tenancies, reduce stress and maintain good mental health, to the benefit of the individual and their families.	CAB, Reach (Via service support grants), housing support	£Officer time
Investment in community-based art-therapy groups.	Offering residents suffering with poor mental health alternative therapies to managing mood	Part-funded by service support grants.	£2500/pa
Community Safety initiatives across the age groups	Domestic Abuse training for front line staff; communications on a range of issues such as Hate Crime, Scams, Domestic Abuse and Sexual Violence and Hoarding. The development of a range of toolkits to build community resilience in the face of vulnerability to crime	CSP	£Officer time

<b>Future Plans</b>	<b>Why we're doing it</b>	<b>Delivery model</b>	<b>Cost</b>
State clear health and wellbeing objectives in the Local Plan	To make clear to those seeking to develop and build that only developments which address our criteria will meet planning approval.	Planning policy	£Officer time
Apply the 10 principles from the Healthy New Town Network and the best innovations from our work at Northstowe Healthy New Town and apply the learning to new planning applications.	To ensure every new site is a healthy new town to address inequalities between new sites and create consistency on what new residents can expect when moving into a new settlement.	Planning policy	£Officer time
The Health Impact Assessment SPD will be revised and updated.	To reflect new policy and evidence in which to work with developers and planners to create new developments which produce a net gain in health	Planning policy	£Officer time
Secure from major developers S106 funding for the phasing arrangements for early delivery of community spaces such as parks, greens spaces, orchards and allotments in new communities.	To ensure that new developments promote health and wellbeing from the outset giving opportunities for the early residents to have access to quality open green space, parks to promote mental and physical wellbeing.	Planning policy	£Officer time
Creation of a "Top Ten Tips to future proof your home" – sharing best practice for private homeowners wishing to extend or build new homes.	Sharing our learning, expertise and best practice in creating quality lifetime homes for residents wishing to build their own home and extend their existing home to promote good health and independent living for as long as possible.	Planning policy	£Officer time
Continue to invest in mental health first aiders in the workplace	To create a more supportive working environment, signposting employees to various voluntary sector support to prevent escalation of symptoms leading to crisis, improve productivity and reduce absenteeism.	Training provided by Everyone Health (free) and delivered by Officers	£Officer time
Working with PCNs within an integrated neighbourhood delivery model to wrap support around the individual.	To create more seamless access to services for our residents, prevent escalation of symptoms leading to crisis and support independent living and delayed transfer of care into hospital or social care. This will be a multi-agency approach working with health and social care partners and the voluntary sector.	Officers	£Officer time
To set up a Council partnership with an external agency that can deliver low carbon, energy efficiency and fuel poverty services to all residents.	Helping to meet the Council's Business Plan to be 'Green to our Core' and working towards a carbon neutral future.  Helping to tackle fuel poverty which has an adverse impact on health and wellbeing due to cold and damp homes.	Housing and Environmental Health	£Officer time
Agree an Air Quality Strategy and review the air quality monitoring network.	To ensure that we maintain or improve the good level of air quality our residents currently enjoy and review the ongoing monitoring network so that it takes full account of future air quality changes resulting from the high growth across the District.	Environmental Health	£Officer time
Set emissions standards for Private Hire and Taxi vehicles	Set emissions standards (Euro 5 and 6) for Private Hire and Taxi vehicles to reduce CO2 and NOX	Licencing, policy	£Officer time
Develop a Health in All Policies Approach (HiAP)	Develop an approach to all policies which systematically takes into account the health implications of the decisions made; targeting the key social determinants of health.	Officers	£Officer time



**Table 3: Mental Health**

<b>What we're doing now</b>	<b>Why we're doing it</b>	<b>Delivery model</b>	<b>Cost</b>
New community development. Learning from the issues relating to mental health in the early development of Cambourne and applying this learning to all new developments	To ensure all new communities offer early residents the opportunities to meet and connect with each other; employing community development workers to bring people together and ensuring that early infrastructure is provided through S106 funding.	Officers	£Officer time
Early intervention and prevention via our housing officers to support debt and sustain housing for those in need.	To help prevent individuals and families from falling into debt/or helping them to manage debt and to help sustain tenancies.	Housing Officers including Housing Advice Officers	£Officer time. This is statutory work, funded via homeless prevention funding etc.
Investment via service support grants to provide community-based art-therapy groups	Arts play an important role within mental health care supporting the positive mental health of individuals.	Grant Funding	£2,500 pa
Providing temporary homes during the most severe weather for rough sleepers	To offer temporary respite to rough sleepers during the harshest of weather conditions	Housing	£ Officer time  (Costs covered via statutory homeless prevention work undertaken by case officers).
Mental health crisis support	A local 'Crisis Care Concordat implementation plan aimed to prevent mental health crisis in community settings and reduce the use of section 136 of the Mental Health Act signed by this Council.	CCC/SCDC	£Officer time
<b>Future Plans</b>	<b>Why we're doing it</b>	<b>Delivery model</b>	<b>Cost</b>
Creation of a Mental Health Officer post. Developing a business case using the reallocation of resources to enable the appointment of a mental health worker to work with families struggling with anxiety, depression, drug and alcohol addictions to improve the wellbeing of the individual, their immediate family, (often young children) and their neighbours.	Housing officers currently spending an inordinate amount of time on a small number of tenants who present with quite complex mental health needs, but which don't meet the thresholds for NHS intervention. Freeing up time for housing officers to work a broader caseload and prevent escalation of symptoms of resident leading to crisis and possible loss of tenancy	Housing, Neighbourhood Services.	£30,000 (funded 80% from HRA and 20% EH)
Training for all front-line staff in early identification of drug and alcohol addiction.	To identify residents and families at risk or early on and signpost to services to avoid escalation of symptoms	Change, Grow, Live external provider (free training).	£Officer time training
Continued investment in mental health first aiders within the workplace	To provide peer to peer support and an alternative outlet for colleagues who want to talk/need support to help prevent the escalation of symptoms of poor mental health.	External provider	£Public Health

**Table 4: Ageing Well**

<b>What we're doing now</b>	<b>Why we're doing it</b>	<b>Delivery model</b>	<b>Cost</b>
Invest in the Mobile Warden Schemes to enable older people to continue to live independently in their own homes if they choose	To enable older people to continue to live independently in their own homes if they choose	Parish Councils, Age UK, Grant Funding	£27,000 pa
Invest in Care Network independent living schemes	To enable vulnerable people to continue to live independently in their own homes if they choose.	Grant Funding	£ 7,700 pa
Offer the Housing Options for Older People service across tenure for those wishing to consider alternatives. This is tenure neutral	To enable people to remain living and ageing well in age-appropriate housing, avoiding early hospital or care admission	Housing officers and promotion of service through social media and magazine	£0 County council funded project.
Create flexible homes to support independent ageing through the joint housing strategy.	To enable people to remain living and ageing well in age-appropriate housing, avoiding early hospital or care admission	Planning, housing	£Officer time
Planning and building the right number of homes to meet demand for older peoples housing needs using the HOPSR <sup>(3)</sup> and ECDA tools <sup>(4)</sup> and developed under the HNT programme	To provide the right supply of homes which give people greater choice by building attractive homes in places where people want to live eg good accessibility, close to amenities etc	Planning, housing	£Officer time
Investment in the Home Improvement Agency (HIA).	To enable residents to apply for adaption to homes to enable them to remain living independently for as long as possible avoiding earlier hospital or care admission	Housing.	£Officer time Funded entirely by the Better Care Fund
Investment in the Age UK Handyperson scheme	Tenure neutral scheme enabling residents to apply for minor work/jobs to keep their homes functioning, enabling them to live comfortably and longer in their own homes for as long as possible avoiding earlier hospital or care admission	Grant funding	£20,000 pa
Promote the Community Lifeline scheme to residents.	To offer remote support to vulnerable residents at risk of falling etc	Housing	£175,000 (generates a profit of £50,000)
Work with the Falls Prevention teams	To identify and refer those at risk to the falls teams at CPFT and promote strength and balance classes and community based activities	Housing officers	£Officer time
Invest in digital care within our new communities	Tech-enabled care together with services such as the Lifeline enable residents to be monitored to detect early signs of deterioration in health plus more immediate connectivity to carers, families and health professionals should something go wrong.	Housing, new communities	£Officer time
Promote the Parish toolkit to address isolation and loneliness in our rural communities.	To encourage more parishes and groups to engage in activities which create community and social cohesion to help prevent isolation and loneliness	Development Officers	£Officer time
Provide support to Parishes and Community Groups to develop local	Helping groups and parishes set up locally driven initiatives which support local people.	Care Network	£3,800 pa

initiatives which benefit the wider community			
Invest in community transport schemes such as the Royston and District Community Transport Scheme and Care Network Community car schemes. Continue to produce the transport directory.	Lack of community transport negatively affects the most vulnerable people in our society including the elderly, and those on low incomes. Continued investment will enable independence and social connection to those that would otherwise not have the means to travel beyond their village and access healthcare and other necessary amenities	Funding via the service support grants.	£7000 pa RDCT £3000 pa Voluntary Network
Support the publication of COPE, the newsletter aimed at keeping local older people connected and in touch with the outside world.	To keep older people connected. Many older house-bound people who do not have or want access to the internet rely on this form of newsletter as a source of information on what's going on locally.	COPE	£ 2,000 pa
Promote the Community Rail Partnership	To encourage modal shift to more active travel by promoting cycling and walking routes and public transport options to and from stations, and promoting rail use as a key part of sustainable and healthy journeys	Project officer	£Officer time
Specialist advice for voluntary sector	To provide specialist advice for the voluntary sector in terms of access to various sources of grant funding, training and general support	CCVS	£10,000 pa
Providing support to help families and individuals maintain their tenancies	To help vulnerable families maintain tenancies to help avoid homelessness	Cambridge Cyrenians Cambridge Re-Use Cambridge Womens Aid	£4,000 pa
Support the Military Veterans Covenant	To help support retired military service personnel who re-settle in the District on a range of issues such as benefits, housing and welfare.	Project Officer	£ Officer time

<b>Future Plans</b>	<b>Why we're doing it</b>	<b>Delivery model</b>	<b>Cost</b>
District wide cover of the Mobile Warden Scheme	To enable greater access for older/vulnerable people access to a supportive scheme which enables them to continue to live independently in their own homes, avoiding earlier admission into care or hospital.	Parish Councils / Age UK Grant funding	£200,000 pa estimate
Work with our Parishes to create recognised Dementia Friendly communities across the District	To enable those living with dementia and their families and carers to remain living safely in their local communities and to feel supported and understood. This will help avoid early admission into care or hospital.	Parishes, planning, housing	£Officer time
Provide safeguarding and dementia friendly training to frontline staff and licenced taxis	To ensure those living with dementia feel well supported. To enhance knowledge of taxi drivers to support people living with dementia and who may be lonely or living in isolation.	Cross council and licencing officers	£ Officer time
Develop a Council owned exemplar scheme of age-exclusive apartments at Northstowe.	To ensure that the Council is at the forefront of developing the next generation of affordable rented homes specifically targeted at older people, that promotes an active lifestyle and supporting residents to live safely and independently for as long as possible.	Council newbuild programme	£ TBA
Organise a Parish toolkit roadshow across the District to show case community-based solutions to tackle social isolation	To inspire local communities and provide practical advice and support, peer to peer, to Parishes and community groups interested in learning more about how to tackle social isolation.	Project officer	£ Officer time

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H&W Budget 2020/21		Indirect Costs	Overhead recovery 30%	Direct Costs	Project income	Net Project Cost	Budget Allocation	Gross £	Net £
<b>Children &amp; Young People</b>									
Home Start	Grant Funding	£ 70.40	£ 21.12	£ 1,333.33	£ -	£ 1,424.85	Service Support	£ 1,424.85	£ 1,424.85
Holiday Sports Camps	Self Funding	£ 2,381.00	£ 714.30	£ 12,026.20	£ 13,800.00	£ 1,321.50	Health & Wellbeing	£ 15,121.50	£ 1,321.50
Mini olympics	Project	£ 1,281.00	£ 384.30	£ 1,000.00	£ -	£ 2,665.30	Health & Wellbeing	£ 2,665.30	£ 2,665.30
Athletics Camps	Project	£ 181.00	£ 54.30	£ 2,662.00	£ -	£ 2,897.30	Health & Wellbeing	£ 2,897.30	£ 2,897.30
Wild Minds	Project, Ext funding	£ 181.00	£ 54.30	£ 3,226.00	£ 3,226.00	£ 235.30	External	£ 3,461.30	£ 235.30
Working with vulnerable families	Officer time	£ -	£ -	£ -	£ -	£ -	Housing	£ -	£ -
Nutritional wellbeing schools	External Funding	£ -	£ -	£ -	£ -	£ -	External	£ -	£ -
<b>Children &amp; Young People</b>	<b>Sub Total</b>	<b>£ 4,094.40</b>	<b>£ 1,228.32</b>	<b>£ 20,247.53</b>	<b>£ 17,026.00</b>	<b>£ 8,544.25</b>		<b>£ 25,570.25</b>	<b>£ 8,544.25</b>
<b>Healthy Behaviours &amp; Lifestyles</b>									
Active & Healthy4Life	Project	£ 12,000.00	£ 3,600.00	£ 12,000.00	£ -	£ 27,600.00	Health & Wellbeing	£ 27,600.00	£ 27,600.00
Healthy Lifestyles Contract	External Funding	£ 905.00	£ 13,500.00	£ -	£ 45,000.00	£ -	External	£ 14,405.00	£ 30,595.00
Active Travel Tool kit	Officer time 5 days	£ 1,589.00	£ 476.70	£ -	£ -	£ 2,065.70	Health & Wellbeing	£ 2,065.70	£ 2,065.70
Health Impact Assessments	Officer time 20 days	£ 2,816.00	£ 844.80	£ -	£ -	£ 3,660.80	Health & Wellbeing	£ 3,660.80	£ 3,660.80
Equalities Impact Assessment	Officer time 5 days	£ 1,589.00	£ 476.70	£ -	£ -	£ 2,065.70	Health & Wellbeing	£ 2,065.70	£ 2,065.70
Active new communitites	External funding	£ 670.00	£ 201.00	£ -	£ -	£ 871.00	External	£ 871.00	£ 871.00
Increasing workplace activity	Officer time 10 days	£ 1,408.00	£ 422.40	£ -	£ -	£ 1,830.40	Health & Wellbeing	£ 1,830.40	£ 1,830.40
CAB, DISH, Reach,	Grant Funding	£ 140.80	£ 42.24	£ 97,110.00	£ -	£ 97,293.04	Service Support	£ 97,293.04	£ 97,293.04
Community Safety Partnership	Officer time	£ 2,638.00	£ 791.40	£ -	£ 11,277.00	£ -	Community Safety	£ 3,429.40	£ 7,847.60
Local Plan Health Objectives	Officer time 1 day	£ 140.80	£ 42.24	£ -	£ -	£ 183.04	Health & Wellbeing	£ 183.04	£ 183.04
Health Impact Assessment SPD	Officer time 10 days	£ 1,408.00	£ 422.40	£ -	£ -	£ 1,830.40	Health & Wellbeing	£ 1,830.40	£ 1,830.40
Working with PCNs	Officer time 35 days	£ 4,928.00	£ 1,478.40	£ -	£ -	£ 6,406.40	Health & Wellbeing	£ 6,406.40	£ 6,406.40
Develop a Health in All Policies Approach	Officer time 10 days	£ 1,408.00	£ 422.40	£ -	£ -	£ 1,830.40	Health & Wellbeing	£ 1,830.40	£ 1,830.40
Fuel Poverty and Warm Homes	Officer time 3 days	£ 422.40	£ 126.72	£ -	£ -	£ 549.12	Health & Wellbeing	£ 549.12	£ 549.12
<b>Healthy Behaviours &amp; Lifestyles</b>	<b>Sub Total</b>	<b>£ 32,063.00</b>	<b>£ 22,847.40</b>	<b>£ 109,110.00</b>	<b>£ 56,277.00</b>	<b>£ 107,743.40</b>		<b>£ 164,020.40</b>	<b>£ 107,743.40</b>
<b>Mental Health</b>									
New communities and mental health	Officer time 3 days	£ 422.40	£ 126.72	£ -	£ -	£ 549.12	Health & Wellbeing	£ 549.12	£ 549.12
Mental Health Officer	HRA/EHO Funding	£ 140.80	£ 42.24	£ -	£ -	£ 183.04	Housing	£ 183.04	£ 183.04
Early intevention prevention programme	Housing Officers	£ -	£ -	£ -	£ -	£ -	Housing	£ -	£ -
Art based mental health therapy	Grant Funding	£ 70.40	£ 21.12	£ 2,500.00	£ -	£ 2,591.52	Service Support	£ 2,591.52	£ 2,591.52
Drug and Alcohol training for staff	officer time 1/2 day	£ 70.40	£ 21.12	£ -	£ -	£ 91.52	Health & Wellbeing	£ 91.52	£ 91.52
Mental Health Crisis Support	officer time 1/2 day	£ 70.40	£ 21.12	£ -	£ -	£ 91.52	Health & Wellbeing	£ 91.52	£ 91.52
Mental Health First Aider	Officer time 2 days	£ 281.60	£ 84.48	£ -	£ -	£ 366.08	Health & Wellbeing	£ 366.08	£ 366.08
Provide temporary homes for rough sleepers	Housing	£ -	£ -	£ -	£ -	£ -	Housing	£ 366.08	£ 366.08
<b>Mental Health</b>	<b>Sub Total</b>	<b>£ 633.60</b>	<b>£ 190.08</b>	<b>£ 2,500.00</b>	<b>£ -</b>	<b>£ 3,323.68</b>		<b>£ 3,689.76</b>	<b>£ 3,689.76</b>
<b>Living and Ageing Well</b>									
Influencing H&W in new developments- PPAs	20% PM and DO time	£ 16,622.40	£ 4,986.72	£ -	£ -	£ 21,609.12	Health & Wellbeing	£ 21,609.12	£ 21,609.12
Offer the Housing Options for Older People service across all tenures	Officer time	£ -	£ -	£ -	£ -	£ -	Housing	£ -	£ -
Create flexible homes to support independent ageing through the joint housing strategy.	Officer time	£ -	£ -	£ -	£ -	£ -	Housing	£ -	£ -
More accurately plan the right number of homes to meet demand for older people	Officer time 2 days	£ 281.60	£ 84.48	£ -	£ -	£ 366.08	Health & Wellbeing	£ 366.08	£ 366.08
Investment in the Home Improvement Agency	Better Care fund	£ 16,626.40	£ 4,987.92	£ -	£ -	£ 21,614.32	External	£ 21,614.32	£ 21,614.32
Ageing Well Strategy Board	Office time 3 days	£ 422.40	£ 126.72	£ -	£ -	£ 549.12	Health & Wellbeing	£ 549.12	£ 549.12
Existing Mobile Warden Schemes	Projects	£ 243.17	£ 72.95	£ 27,000.00	£ -	£ 27,316.12	Ageing Well	£ 27,316.12	£ 27,316.12
Care Network independent living scheme	Grant Funding	£ 70.40	£ 21.12	£ 7,700.00	£ -	£ 7,791.52	Service Support	£ 7,791.52	£ 7,791.52
Investment in Age UK Handyperson Scheme	Grant Funding	£ 140.80	£ 42.24	£ 20,000.00	£ -	£ 20,183.04	Ageing Well	£ 20,183.04	£ 20,183.04
Work with Falls Prevention teams	Officer time 3 days	£ 422.40	£ 126.72	£ -	£ -	£ 549.12	Health & Wellbeing	£ 549.12	£ 549.12
Parish Toolkit Promotion and Roadshow	Officer time 3 days	£ 486.34	£ 145.90	£ -	£ -	£ 632.24	Health & Wellbeing	£ 632.24	£ 632.24
Care Network Open Arms scheme	Grant Funding	£ -	£ -	£ 3,800.00	£ -	£ 3,800.00	Service Support	£ 3,800.00	£ 3,800.00
Community Transport Schemes	Grant Funding	£ 140.80	£ 42.24	£ 10,000.00	£ -	£ 10,183.04	Service Support	£ 10,183.04	£ 10,183.04
Cope older peoples newsletter	Grant Funding	£ -	£ -	£ 2,000.00	£ -	£ 2,000.00	Service Support	£ 2,000.00	£ 2,000.00
Community Rail Partnership	External Funding	£ 515.00	£ 154.50	£ -	£ -	£ 669.50	External	£ 669.50	£ 669.50
Specialist Advice for Voluntary Sector	Grant Funding	£ -	£ -	£ 10,000.00	£ -	£ 10,000.00	Service Support	£ 10,000.00	£ 10,000.00
Support to families to help maintain tenancy	Grant Funding	£ -	£ -	£ 4,000.00	£ -	£ 4,000.00	Service Support	£ 4,000.00	£ 4,000.00
Military Veterans Covenant	Officer time 2 days	£ 281.60	£ 84.48	£ -	£ -	£ 366.08	Health & Wellbeing	£ 366.08	£ 366.08
District wide cover of Mobile Wardens	Projects	£ 486.34	£ 145.90	£ 200,000.00	£ -	£ 200,632.24	Ageing Well	£ 200,632.24	£ 200,632.24
Dementia Friendly Communities	Officer time 5 days	£ 704.00	£ 211.20	£ -	£ -	£ 915.20	Health & Wellbeing	£ 915.20	£ 915.20
Dementia Friendly training to frontline staff & taxi drivers	Officer time 5 days	£ 704.00	£ 211.20	£ -	£ -	£ 915.20	Health & Wellbeing	£ 915.20	£ 915.20
<b>Living &amp; Ageing Well</b>	<b>Sub Total</b>	<b>£ 38,147.65</b>	<b>£ 1,385.18</b>	<b>£ 284,500.00</b>	<b>£ -</b>	<b>£ 290,502.43</b>		<b>£ 290,502.43</b>	<b>£ 290,502.43</b>
<b>Grand Total</b>		<b>£ 74,938.65</b>	<b>£ 25,650.98</b>	<b>£ 416,357.53</b>	<b>£ 73,303.00</b>	<b>£ 410,113.76</b>		<b>£ 483,782.84</b>	<b>£ 410,479.84</b>

Day rate for mid point grade 6 salary (net) £140.80  
 Day rate for mid point grade 6 salary (gross) £191.05

Day Rate	Net £	Gross £
1/2 day	£ 70.40	£ 95.53

Full day	£	140.80	£	191.05
5 days	£	704.00	£	955.25
10 days	£	1,408.00	£	1,910.50
15 days	£	2,112.00	£	2,865.75
20 days	£	2,816.00	£	3,821.00

outdoor gym, cycle store?

Annual gross salary for activity Coordinator £25000

add income from hra

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# Agenda Item 11



**South  
Cambridgeshire**  
District Council

**Report to:** Cabinet 29 June 2020

**Lead Cabinet  
Member:** Cllr Neil Gough, Deputy Leader

**Lead Officer:** Gareth Bell, Communications and Sustainable  
Communities Service Manager

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## Introduction of additional liaison meetings

### Key Decision

1. This is not a key decision.

### Recommendations

2. It is recommended that Cabinet approves the introduction of 5 new liaison meetings in Barrington, Caldecote, Hardwick, Swavesey and Sawston bringing the total number of concurrent active liaison meetings to 6.

### Reasons for Recommendations

3. The Council puts community engagement at the heart of planning and developing new and existing communities. Community forums already take place in major strategic areas of growth, such as the new town of Northstowe, new town at Waterbeach, and large sites on the edge of Cambridge. Councillors have agreed in the 2020-25 business plan to build on this by creating liaison meetings in villages where a higher proportion of new homes are already planned when compared to the size of the existing village.
4. A trial in Cottenham has provided insight as to the value these meetings have for villages experiencing more growth. They have provided regular and easy access to discuss issues with developers and other key stakeholders. This supports good engagement and active methods of community integration.

5. The villages suggested for new liaison meetings have been identified as they meet one, or a combination of, the following criteria:
  - (i) Over 20% growth planned within the village,
  - (ii) Multiple developers on site throughout developments,
  - (iii) House building taking place over at least a 3-year period,
  - (iv) At least 50 new homes being planned within the village.

## **Details**

### **The Cottenham Model**

6. A liaison meeting was introduced in Cottenham because concerns were raised over the amount of housing planned for the village. At the time the meetings were initiated, Cottenham expected to see an additional 524 houses built over a 5-year period by 4 different developers, meaning the number of homes in the village would grow by just over 20%.
7. Quarterly meetings were facilitated by a member of the Sustainable Communities and Wellbeing Team and supported by one of the planning officers responsible for the site. In the case of Cottenham, a planning enforcement officer also attended to deal with related issues. The meetings were chaired by the local district Councillors. The meeting had representation from the Parish Council (PC), the district council (SCDC), and developers with full or reserved matters planning permission to build new homes and facilities.
8. The following terms of reference were established as guiding principles:
  - (i) Mitigate any disruptive impact of construction on residents,
  - (ii) Promote the integration of new residents in the community,
  - (iii) Engage residents with the new development and associated facilities.
9. One example of integrating the new community was a welcome pack that was produced by SCDC, in partnership with the Cottenham Parish Council, and delivered to new residents. The pack contained contact details and descriptions of all community, sports and professional services offered within the village as well as an up-to-date map of their locations.

### **Key Benefits**

10. Regular communication between key stakeholders which was paramount in facilitating:
  - (i) mitigation measures for early construction issues,
  - (ii) joined up working between developers to make sure roads, paths and other infrastructure worked seamlessly across the site,
  - (iii) applications to statutory bodies ie Highways Authority and Planning Authority.



## Considerations

11. The table at Appendix A shows the trajectory of homes for all sites between 50 and 500 properties. This table does not include strategic sites at Cambourne, Waterbeach, Northstowe, or Bourn as these villages are served by existing public community forums.
12. Barrington appears top of the list because they are expecting the largest percentage growth within the village. A total of 52%. They will also experience sustained growth for around 6 years, so it is important that a meeting is introduced here to manage that.
13. Caldecote has the second highest percentage of growth. It has already seen just over a third of its new housing built (66 of 195) but the remaining housing still equates to over 20% growth over a 3-year period within this relatively small village. Any community integration measures introduced on site can still be targeted to residents who have recently moved in.
14. Hardwick is recommended due to its high percentage of growth. It will also experience sustained development over 5 years.
15. Swavesey is included as there is 21% expected growth and 100 homes are also forecasted to be built in a single year – which is the joint second highest amount in a single village within this dataset.
16. Sawston is included due to number of houses coming forward, and these are being built by 4 different developers. There is the potential for the housing planned from 2025/26 to be brought forward so it would be prudent to set up a meeting here.
17. Many villages in the 10% to 19% growth range have not been considered for liaison meetings as a good number of the homes have already been built. Melbourn (131 out of 310) and Willingham (56 out of 180) have seen over 30% of their houses complete, whereas Great Abington (45 out of 58) and Balsham (50 out of 84) have over 50% of their homes already completed. This coupled with the relatively low overall growth percentage has meant they are not currently recommended for a liaison meeting.
18. Over is not currently being recommended as completions are only due to start in 2021/22 and the build-out is relatively short (2 years).
19. The Sustainable Communities and Wellbeing Team can facilitate 6 concurrent liaison meetings within current resources.
20. The planning service can provide a planning officer to attend the 5 additional meetings. They will be able to liaise with other officers in the planning service on specific matters, such as enforcement.

21. The introduction of 5 liaison meetings will mean an extra 20 additional meetings each year. These are only effective with developer and local engagement as there has been at Cottenham. County Highways will support the meetings by responding to queries and will send a representative if the matter cannot be dealt with remotely.
22. A review will be undertaken within the first year to make sure the meetings are working as intended and using resources effectively. This review will also look at how engagement in some of these smaller sites could be integrated into any neighbouring strategic sites. This might be helpful if there are common issues or opportunities to explore.
23. Meetings will be held virtually until government guidance allows the safe re-introduction of face-to-face meetings.
24. It should be noted that liaison meetings are merely one way of facilitating communication between the key stakeholders in a development site. All parishes are encouraged to maintain an open dialogue with area managers in the planning department to problem-solve at the earliest possible opportunity.

## **Options**

25. Cabinet could:
  - a. approve the introduction of 5 new liaison meetings in Barrington, Caldecote, Hardwick, Swavesey and Sawston bringing the total number of active liaison meetings to 6.
  - b. approve their own combination of liaison meetings using the data and information provided in this report.
26. If Cabinet would like to consider more than 6 concurrent liaison meetings further work would be required before a formal decision can be taken. This will ensure sufficient staff resources can be put in place.

## **Implications**

27. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

## **Financial**

28. The recommended number of meetings can be resourced within existing budgets.

## **Staffing**

29. Recommended meetings can be resourced within current staffing capacity.

## **Risks/Opportunities**

30. These meetings provide an opportunity to support some of our new residents moving into our existing communities. This can be invaluable for people moving to a new home as a lot of good habits and local relationships are lost or forgotten by the relocation.

## **Equality**

31. It is often the case that new developments have a higher proportion of those with protected characteristics, including race, pregnancy and maternity, age and disability (the latter two examples are particularly the case where there is provision of disability friendly homes and/or homes for life). An equality impact assessment has been undertaken to assess the equality impacts of new liaison forums set out in this report.

29. Broadly, the equality impacts of this proposal, are largely positive, by seeking to manage the potentially negative impacts of new developments, foster good relations and integrate new and existing residents, and provide communities with opportunities to shape the provision of facilities that can help to eliminate discrimination and advance equality of opportunity.

## **Alignment with Council Priority Areas**

### **Housing that is truly affordable for everyone to live in**

32. The business plan sets out objectives to establish new liaison meetings.

## **Appendices**

Appendix A: Housing Trajectory for Minor Developments (50 – 500 homes)

### **Report Author:**

Ryan Coetsee – Development Officer, Sustainable Communities and Wellbeing  
Telephone: (01223) 752 449  
Mobile: 07395 283 217

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## Housing Trajectory for Minor Developments (50 to 500 homes)

Village	2020 to 2021	2021 to 2022	2022 to 2023	2023 to 2024	2024 to 2025	2025 to 2026	2026 to 2027	2027 to 2028	2028 to 2029	2029 to 2030	2030 to 2031	Growth (%)	Total New Homes	Developers	Completed Homes	Remaning Homes	Existing Homes *
Barrington	-	40	40	40	40	40	20	-	-	-	-	52.38	220	1	0	220	420
Caldecote	42	57	30	-	-	-	-	-	-	-	-	38.84	195	3	66	129	502
Hardwick	38	13	50	50	40	-	-	-	-	-	-	24.68	251	2	60	191	1,017
Swavesey	39	100	40	11	-	-	-	-	-	-	-	21.08	210	4	20	190	996
Cottenham+	47	100	121	100	91	-	-	-	-	-	-	20.90	516	4	57	459	2,469
Great Abington	-	13	-	-	-	-	-	-	-	-	-	17.85	58	2	45	13	325
Over	-	63	36	-	-	-	-	-	-	-	-	15.87	99	3	0	99	624
Sawston	41	89	38	-	-	25	55	55	55	55	15	15.74	471	4	43	428	2,992
Melbourn	56	41	82	-	-	-	-	-	-	-	-	15.67	310	3	131	179	1,978
Balsham	17	17	-	-	-	-	-	-	-	-	-	12.71	84	3	50	34	661
Willingham	38	55	31	-	-	-	-	-	-	-	-	11.06	180	5	56	124	1,628
Comberton	30	30	30	-	-	-	-	-	-	-	-	9.49	90	1	0	90	948
Fulbourn†	-	50	50	10	-	-	-	-	-	-	-	6.58	124	1	14	110	1,885
Gamlingay	(-5)	50	40	-	-	-	-	-	-	-	-	6.53	98	2	13	85	1,501
Bassingbourn	35	15	-	-	-	-	-	-	-	-	-	5.91	76	3	26	50	1,286
Papworth E	20	41	-	-	-	-	-	-	-	-	-	5.37	61	1	0	61	1,135
Linton	-	62	35	-	-	-	-	-	-	-	-	5.27	97	2	0	97	1,841
Impington	12	61	-	-	-	-	-	-	-	-	-	4.50	73	3	0	73	1,622
Waterbeach †	-	8	8	-	-	-	-	-	-	-	-	3.72	72	3	56	16	1,937

Key:		5 year housing trajectory
	*	Existing homes data taken from Cambridgeshire Insights Census 2011
	†	Developments not already included in a public community forum
	+	Meeting already established

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# Agenda Item 12



**REPORT TO:** Cabinet

26 June 2020

**LEAD CABINET MEMBER:** Lead Cabinet Member for Finance

**LEAD OFFICER:** Head of Shared Waste Services and Environment

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## Zero Carbon Communities Grant Scheme

### Executive Summary

1. This report proposes changes to the Zero Carbon Communities Grant Scheme in the light of learning from its first year, to focus on three specific themes – Cycling, Community buildings and Tree-planting and other nature-based solutions.

### Recommendations

2. It is recommended that Cabinet:
  - i. approves changes to the Zero Carbon Communities Grant Scheme, as outlined in paragraph 11, which will result in a more focussed scheme providing funding to projects under three themes:
    - Cycling
    - Community buildings
    - Tree-planting and other nature-based solutions
  - ii. Delegates to the Head of Shared Waste Services and Environment the authority to make minor changes to the scheme documents in Appendices A and B (Information for Applicants and application form questions) as necessary for clarity.

### Reasons for Recommendations

3. The Zero Carbon Communities Grant Scheme is a pioneering scheme to support community action on climate change. When it was set up it was envisaged that changes would be made to the scheme based on learning from the first year of operation. This learning has been captured and incorporated in the proposed changes.
4. Authority to approve policies and criteria for the approval of grant schemes under which awards above Level 1 (£5,000) may be made lies with Cabinet after consultation with the Grants Advisory Committee. Recommendations from the Grants Advisory Committee in relation to the Zero Carbon Communities Grant Scheme will be published following their meeting on 26 June 2020.

## Details

5. Setting up of a Zero Carbon Communities grant scheme was agreed by Cabinet at their meeting on 1 May 2019 with the aim of providing support to parish councils and community groups for projects that will reduce reliance on fossil fuels and promote behaviour change.
6. In its first year of operation applications were invited for projects to engage communities and support the aim of zero carbon by 2050. Forty-two applications were received, 19 of which were awarded funding following recommendation by the Grants Advisory Committee at their meeting on 20 December 2019.
7. As detailed at the Grants Advisory Committee meeting on 29 May, two projects are completed, and all other projects are in progress.
8. Learning from the first year of operation has been captured in two ways. Following awarding of funding, a survey was circulated to all 42 applicants. Responses were received from 15 applicants.
9. Members' views were captured at an online Workshop held on 4 June to which all Members were invited, and which 15 members attended. Views were broad-ranging and, on some issues, varied. A strong theme was the need to make it as easy as possible for parish councils and community groups to devise suitable projects and apply for funding through the scheme, especially in the light of the pressures caused by the Covid-19 crisis.
10. The revised scheme incorporates the views of applicants and Members. It differs from the previous scheme in that applications are invited for projects under three specific themes. These are:
  - i. Cycling
  - ii. Community buildings
  - iii. Tree-planting and other nature-based solutions

Details of the revised scheme are provided at Appendix A (Information for Applicants) and Appendix B (application form questions).

## Options

11. Cabinet can approve, or not approve, of the Zero Carbon Communities Grant Scheme as proposed, with or without changes.
12. Cabinet can delegate, or not, to the Head of Shared Waste Services and Environment the authority to make minor changes to scheme documents in Appendices A and B (Information for Applicants and application form questions) as necessary for clarity.



## **Implications**

13. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

## **Financial**

14. Funding of £100,000 for the Zero Carbon Communities Grant Scheme 2020-21 has been agreed in the Council's spending plans for 2020-21. Funding is from the 'Renewables Reserve', comprising retained non-domestic rates from renewable energy schemes.

## **Legal**

15. Funding agreements with grant recipients will be drawn up in accordance with templates approved by the legal team. Funding agreements will allow variation or recovering of the grant in specific circumstances.

## **Equality and Diversity**

16. Consideration will be given to how the Zero Carbon Communities Grant Scheme can be promoted to groups with protected characteristics. Organisations applying to the fund will be required to have an Equality and Diversity policy, strategy and/or action plan, appropriate to the scale and nature of their operations.

## **Climate Change**

17. The Zero Carbon Communities Grant Scheme is part of the Council's Zero Carbon Strategy to support the district to make the transition to net zero carbon by 2050.

## **Consultation responses**

18. The proposals in this report will be considered at a meeting of the Grants Advisory Committee on 26 June 2020. By the time of the Cabinet meeting on 29 June, the recommendations from this meeting will have been published and circulated to Cabinet.
19. The proposals in this report have been circulated to the Climate and Environment Advisory Committee and this committee has been invited to attend the Grants Advisory Committee meeting on 26 June to contribute their views.
20. The scheme proposed takes into account views from previous applicants to the scheme. All applicants were asked for their views in a survey to which 15 responses were received.

21. All Members were invited to participate in a workshop on 4 June, at which 15 Members attended. Their views on the proposed changes to the grant scheme were recorded and are have been taken into account in redesigning the scheme.

## **Effect on Council Priority Areas**

### **Growing local businesses and economies**

22. Local businesses are likely to be involved in providing goods and services funded through the Zero Carbon Communities Grant Scheme.
23. Projects funded through the Zero Carbon Communities Grant Scheme may help residents to access jobs by cycling.

### **Being green to our core**

24. The Zero Carbon Communities Grant Scheme supports community groups to promote behavioural change and reduce reliance on fossil fuels

### **A modern and caring Council**

25. The Zero Carbon Communities Grant Scheme funds community and voluntary groups that benefit local people

## **Background Papers**

Grants Advisory Committee, 26 June 2020

<http://moderngov/ieListDocuments.aspx?CId=1096&MId=7963&Ver=4>

Grants Advisory Committee, 29 May 2020

<http://moderngov/ieListDocuments.aspx?CId=1096&MId=7956&Ver=4>

Grants Advisory Committee, 20 December 2019

<http://moderngov/ieListDocuments.aspx?CId=1096&MId=7783&Ver=4>

Grants Advisory Committee, 29 March 2019

<http://moderngov/ieListDocuments.aspx?CId=1096&MId=7487&Ver=4>

Cabinet 01 May 2019

<http://moderngov/ieListDocuments.aspx?CId=293&MId=7365&Ver=4>

## **Appendices**

Appendix A: ZCC Grant Scheme Information for Applicants

Appendix B: ZCC Grant Scheme application form questions

### **Report Authors:**

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## Zero Carbon Communities Grant Scheme 2020-21

### Information for applicants

The Zero Carbon Communities Grant Scheme supports communities in South Cambridgeshire to take action on climate change.

Applications invited from	parish councils and community groups (see full list of eligibility criteria below)
Total available	£100,000
Min/max grant	£1,000 - £15,000
Grant scheme open	Wednesday 1st July 2020
Application deadline	5pm Wednesday 30 September 2020

All eligible grant applications will be reviewed by the Grants Advisory Committee, who will make recommendations to the lead Cabinet Member for Finance for decision. We aim to let applicants know of the decision within two months of the application deadline.

Applications are invited for projects in any of three themes. You can choose a project from the menu; or devise your own project to meet the objectives.

You will be asked to describe your project and show how it meets the objectives on the application form, and to what extent it provides additional value, for example, funding from other sources, collaboration between organisations in devising the project or evidence of community support. Project proposals will be scored and prioritised for funding based on answers to these questions.

## A Cycling

### Objectives:

- i. Reduction in miles travelled in private vehicles
- ii. Increase in take-up of cycling by people who would not otherwise cycle

### A1 Improvement to cycling infrastructure

- This is an opportunity to bring forward a cycle lane or cycleway, install cycle stands or make some other improvement which promotes cycling. We are particularly interested in projects where a small improvement would have a significant impact, for example, by connecting a village to a new Greenway or National Cycle Network route. If the work required is to the public highway, you will need to work with Cambridgeshire County Council through their Privately Funded Highways Initiative (PFHI) scheme.

### A2 Electric bike or electric cargo trike

- Here we invite you to apply not for a grant, but for an electric bike or electric cargo trike, which we will purchase on your behalf, allowing us to use our procurement power to get better value for money. Show us how you would make use of an electric bike or an electric cargo trike to reduce miles travelled by car or van. This could be for staff travel, or for a local share-bike scheme. You will need to show who you expect to use the scheme; how bookings will be taken if these are part of the scheme; where the bike/trike will be stationed; and how maintenance and insurance will be arranged and funded.

### A3 Kickstart a commercial electric share-bike scheme in your area

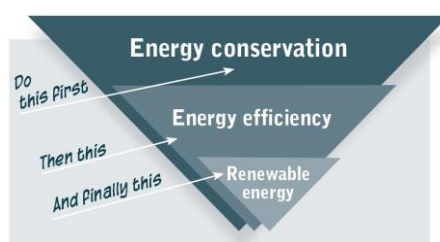
- This is an opportunity to work with a commercial operator to kickstart a share-bike scheme in your village. The operator will supply a minimum of two electric bicycles for use by registered users. Users will book and pay a rental fee of £4.50 for 12 hours through a mobile phone app or prepaid Smartcard. You will need to designate a suitably located hard-surfaced pick-up/drop-off station and arrange road markings. All maintenance, insurance and battery recharging will be provided by the operator. We will procure the services of a commercial operator and provide a 50% subsidy to the commercial operator for the first year to kickstart the scheme.

## B Community buildings

### Objectives:

- i. Reduced use of fossil fuel energy in community buildings
- ii. Increased awareness of energy improvements to buildings by the wider public

In this theme we are interested in funding improvements to community buildings\* to reduce the need for fossil fuel energy, (eg grid electricity, gas or oil). We will prioritise improvements which take a whole-building approach which takes into account the 'energy hierarchy' (see below), which ranks the stages on the way to using less energy in a building.



The value of projects on a community building is much greater if it can be used to raise awareness in the wider public about improvements which can be made to homes and other buildings. We will ask you for your plans to do this, for example by holding an open event, and/or providing an article for your local newsletter.

\*Buildings must be open to the community, for example village halls. Multi-purpose church halls and Scout and Guide buildings are eligible where clearly advertised as multi-purpose. Applicants should have a freehold or leasehold interest in the hall in place. If there is a lease in place there must be at least 21 years left to run on the lease. School buildings are not eligible for funding through this grant scheme.

(For energy improvements to schools, please contact Cambridgeshire County Council's [Re:fit Schools Programme](#) which arranges energy saving measures for schools funded through loans or managed service arrangements.)

### B1 Energy survey

- Here we invite you to apply, not for a grant, but for a package of advice on how to improve the energy performance of your community building, including an energy survey and advice on funding options. The service will be procured by the Council.

### B2 Energy conservation or efficiency measures (eg insulation, upgraded windows or doors, lighting upgrade)

- We are interested in funding insulation of walls, ceilings or floors of community buildings; replacement doors or windows; and energy efficiency measures such as lighting upgrades. We will prioritise these where they have been recommended on an energy survey.

### B3 Solar PV and/or battery storage system for solar PV

- We are interested in funding solar PV and/or battery storage systems for solar PV where you can show that feasible energy conservation and efficiency measures have already been undertaken or you have a plan to undertake these, (eg funded by savings from the solar PV scheme). We will prioritise schemes where a significant proportion of electricity generated will be used on-site, (either through daytime use of the building or through battery storage).

We encourage you to purchase solar PV and/or battery storage systems through our Cambridgeshire Solar Together group buying scheme ([link](#)), which promises high quality installations at prices which are typically at least 20% below the market rate. Please complete the ZCC grant application form using an estimated price (these are available free-of-charge online) and also register with Cambridgeshire Solar Together by their deadline of 5 October. If your application is successful, and the offer from Cambridgeshire Solar Together is acceptable to you, we will make payment of your grant directly to Cambridgeshire Solar Together in payment for your installation of measures.

## C Tree-planting and other 'nature-based solutions'

Objectives:

- i. Reduced CO<sub>2</sub> in the atmosphere and new habitats for wildlife
  - ii. Increased awareness of the importance of trees by the wider public
- We are looking to fund a variety of tree-planting and other nature-based solutions to climate change, for example, small-scale restoration of peatland. Consideration will be given to projects which capture CO<sub>2</sub> from the atmosphere or prevent its release, whilst at the same time creating or restoring natural habitats. You may have a small open space and would like to plant just one landmark tree. Or you may wish to plant a small tree population, community orchard, community tree nursery, hedge or larger village-wide tree canopy project. This is not an exhaustive list. Projects might also contain other types of planting.
  - Funding can be used to employ a consultant to provide expertise. Trees and equipment to plant trees can also be funded although applicants will be expected to have explored the possibility of obtaining free trees through other sources such as the <https://www.woodlandtrust.org.uk/>. In your application you will need to demonstrate how your organisation has the capacity and resources to deliver your project and what your plans are for its long-term sustainability.
  - Where tree planting is on private land, consideration must be given to the ways in which the community will benefit, for example by way of access or landscape value. We would also like to see how the trees will be preserved in the future if land ownership changes.
  - Please note, unfortunately, we cannot include community allotments in this round of funding.





## Full list of eligibility criteria

Applicants must:

- Be a non-profit group or organisation based in South Cambridgeshire or benefiting South Cambridgeshire residents, OR a South Cambridgeshire parish council.

Non-profit organisations could include registered charities, companies limited by guarantee, unincorporated associations or clubs, community interest companies, charitable incorporated organisations, community benefit societies, social enterprises, established voluntary sector organisations and community shops with an appropriate legal structure (ie not profit-making).

Applications from schools, informal community groups and local businesses are also encouraged provided they partner with an eligible non-profit organisation as listed above. The lead applicant must be the non-profit organisation and as such will be required to demonstrate an appropriate level of involvement in the project. Commercial businesses are **not** eligible to apply.

- Have a written constitution or mission statement
- Have an elected committee or representative steering group
- Have a bank account
- Be able to provide an up to date copy of their accounts and any relevant protection policies. Parish councils can signpost us to relevant online documentation and do not need to submit hard copies.

If your organisation does not have a written constitution, mission statement and/or relevant protection policies please contact Cambridge Council for Voluntary Service for advice in meeting these requirements. Please call 01223 464696 or email [enquiries@cambridgecvvs.org.uk](mailto:enquiries@cambridgecvvs.org.uk)

## How much can be applied for?

Applications are invited for a minimum of £1,000 and up to £15,000 per organisation.

## How will the grant be paid?

A funding agreement will be prepared for all successful applicants. This will include arrangements for payment of the grant.

## What We Fund

We can support the following revenue costs:

- Salaries of project workers
- Salaries of management staff who supervise project staff. These should be in proportion to the staff time spent on the project
- Reasonable expenses of project staff and volunteers
- Marketing and publicity for the project (as appropriate)
- Equipment.
- Capital costs.
- Engagement activities

We cannot pay for the following:

- Activities, events or services which have already taken place, including staff development time.
- Activities that benefit individuals, rather than the wider community
- Activities that generate profits for private gain
- Religious activity or content (although we are able to fund religious organisations if they are providing benefit for the wider community)
- Activities that replace government funding (for example, we can only fund school activities that are additional to the curriculum)
- Loan repayments.

### What are the conditions of funding?

Organisations that are awarded a grant will be expected to comply with the following conditions as a minimum:

- Funding must only be used for the agreed purpose and must be spent within 12-months of the award being made except where exceptional circumstances apply and an extension is agreed with the grants officer in writing.
- Where a proposal anticipates financial savings or income, the applicant will need to show this will be for the benefit of the community.
- Publicity must take place acknowledging the award provided by South Cambridgeshire District Council.
- Any unused grant must be returned to South Cambridgeshire District Council
- An end of project report with photographs must be submitted to the Council within three months of project completion.

Applicants are encouraged to seek support for their application from their local Member.

Applicants are encouraged to seek part-funding from other sources including their parish council. There is no requirement for this, but if as expected, the fund is oversubscribed, proposals including funding from other sources will be prioritised. Part-funding can include your own fundraising and can be of monetary and/or in-kind value.

Applicants seeking less than £1,000 are encouraged to apply to the Community Chest for funding if the project involves improvements to community buildings, group 'start-up' costs or the purchase of equipment or materials. More information, including eligibility criteria can be found [here](#)

### What supporting documentation is required?

- A copy of your organisation's constitution or mission statement (except parish councils)
- A copy of your latest accounts (audited if available)
- A quote for the project

### For further information please contact:

Contact details: [zcc@scambs.gov.uk](mailto:zcc@scambs.gov.uk) or 01954 713344

## Guidance Note 1- Contact Details

The first contact should be someone from your organisation who can discuss the application. This would normally be the person responsible for how any grant would be used. Please provide telephone numbers and email addresses to enable us to contact you if there are queries relating to your application.

## Guidance Note 2 – About your organisation

### 2.1. What does your organisation do?

This should be a summary of the work your organisation does rather than the project you want a grant for. Please give a brief account of the aim of your organisation, the services or activities you provide, who they are provided for. If you are a new group please state what you intend to achieve. For community groups, please tell us how many people use the services you provide.

### 2.2. If your organisation is a charity, please provide your charity number.

This can be found using the link: <https://www.gov.uk/find-charity-information>

### 2.3. Does your organisation have a bank account? Please answer Yes/No

### 2.4 Is your organisation affiliated to another body? If yes state which one

Please include any national or local bodies to which your organisation belongs.

### 2.5. Safeguarding

The Council requires organisations working with children, young people and/or vulnerable adults to have appropriate safeguarding procedures in place. Please include a copy of your organisation's safeguarding policy with your application if your project involves working with children, young people and/or vulnerable adults. For more information follow the link: <http://www.cambridgecvs.org.uk/group-support/Safeguarding>

### 2.6. Insurance. Does your organisation have appropriate insurance in place for this project?

## Guidance Note 3 -About your proposal

### 3.1. Project type

#### A1i. Location of the improvement

Please also provide a map showing this. This can be uploaded at the end

#### A1ii What is the proposed improvement?

What are the overall aims of your project? What difference will the project make? Why is this project needed? Have you experience of delivering similar projects? What risks have you considered and what will you do to minimise these? How will the project meet the objectives of reducing miles travelled by car and increasing take-up of cycling by people who might not otherwise cycle? If applicants do not demonstrate a reasonable amount of capacity and resources to deliver the project, then they will not be considered eligible for assessment.

**A1 iii Is your project on the public highway?** Please answer Yes/No

Yes – please outline what contact you have had with Cambridgeshire County Council Local Highways Improvement team

No – please provide details of the landowner. Has the landowner given permission for the improvement, and how would it be delivered?

**A1iv What additional value does your project provide?**

Eg Do you have evidence of significant local support for your project? Do you have funding contributions from other sources? Have you collaborated with other organisations in devising the project?

**A1v If there is additional information about your project you feel would be relevant, please provide it in this space**

**A2i. Describe your project (max 200 words)**

Are you applying for an electric bike or an electric cargo trike? Show who you expect to use the bike or trike; how bookings will be taken if these are part of the scheme; where the bike/trike will be stationed; and how maintenance and insurance will be arranged and funded. How does the project meet the objectives of reducing miles travelled by car and increasing take-up of cycling by people who might not otherwise cycle? Show us how you would make use of an electric bike or an electric cargo trike to reduce miles travelled by private vehicle.

**A2ii What additional value does your project provide?**

Eg Do you have evidence of significant local support for your project? Do you have funding contributions from other sources? Have you collaborated with other organisations in devising the project?

**A2iii Please provide any additional information about your project.**

**A3i. Have you held discussion with a commercial operator about setting up a scheme in your area? Please give details**

**A3ii Please describe your project . (max 200 words)**

include details of the location of, and plans for, the designated pick-up/drop-off area, and plans for promoting the scheme. How does the project meet the objectives of reducing miles travelled by car and increasing take-up of cycling by people who might not otherwise cycle? Show us how you would make use of an electric bike or an electric cargo trike to reduce miles travelled by private vehicle.

**A3iii What additional value does your project provide?**

Eg Do you have evidence of significant local support for your project? Do you have funding contributions from other sources? Have you collaborated with other organisations in devising the project?

**A3iv Please provide any additional information about your project.**

**B1i. Tell us about the building and how it is used?**

**B1ii Who owns the building?**

**B1iii How does the project meet the objectives of reducing use of fossil fuel energy in community buildings and increasing awareness of energy improvements to buildings by the wider public?**

**B1iv What additional value does your project provide?**

Eg Do you have evidence of significant local support for your project? Do you have funding contributions from other sources? Have you collaborated with other organisations in devising the project?

**Bv Please provide any additional information about your project.**

**B2i. Tell us about the building and how it is used?**

**B2ii Who owns the building?**

**B2iii Describe your project (max 200 words)**

How does the project meet the objectives of reducing use of fossil fuel energy in community buildings and increasing awareness of energy improvements to buildings by the wider public?

**B2iv Has your project been identified as a result of an energy survey? Please give details**

**B2v What additional value does your project provide?**

Eg Do you have evidence of significant local support for your project? Do you have funding contributions from other sources? Have you collaborated with other organisations in devising the project?

**B2vi Please provide any additional information about your project.**

**B3i. Tell us about the building and how it is used**

**B3ii Who owns the building?**

**B3iii Is planning permission required for installation of solar PV to the building, eg if the building is listed?**

**B3iv Please describe your project**

How does the project meet the objectives of reducing use of fossil fuel energy in community buildings and increasing awareness of energy improvements to buildings by the wider public?

**B3v Has your project been identified as a result of an energy survey? Please give details**

**B3vi Please give details of any other energy conservation and efficiency measures already undertaken or are planned.**

We are interested in funding solar PV and/or battery storage systems for solar PV where you can show that all feasible energy conservation and efficiency measures have already been taken, or are planned.

**B3vii What additional value does your project provide?**

Eg Do you have evidence of significant local support for your project? Do you have funding contributions from other sources? Have you collaborated with other organisations in devising the project?

**B3vii Please provide any additional information about your project.**

**C1i. Are you working with any other organisations on this project? Please give details.**

Are there any other organisations directly involved with delivering this project? If so how are the project work streams divided? In particular include any evidence that working in partnership on this project will contribute more widely to strengthening community networks.

**C1ii. Please indicate an approximate date when your project is likely to be undertaken/started.**

Funding must be spent within 12 months of the award being made (unless otherwise agreed in writing)

**C1iii. Location of proposed project**

**C1iv. Please describe your project**

What are the overall aims of your project? What difference will the project make? Why is this project needed? Please include at least 3 photos of your project site and a sketch or planting plan for your project (upload at end) Have you experience of delivering similar projects? What risks have you considered and what will you do to minimise these? If applicants do not demonstrate a reasonable amount of capacity and resources to deliver the project, then they will not be considered eligible for assessment.

**C1v. Number of trees proposed to plant and/or area of woodland to be created (hectares)**

This can be an estimate

**C1vi. Number of adult volunteers that will be involved in the project**

**C1vii. Number of children that will be involved in the project**

**C1viii. Does your organisation own the premises where the project is planned?**

Please answer Yes/No

If **No** please state if you have written land owner permission for the location of your proposal. Please provide a copy of this in your supporting information

**C1ix. Will you be using funding to pay for a tree consultant?**

Please answer Yes/No. For tree consultancy services we are aware of the organisations below. This is not an exhaustive list.

- Chartered Foresters (<https://www.charteredforesters.org/about-us/hire-a-consultant/>)
- PECT ([Tony.cook@pect.org.uk](mailto:Tony.cook@pect.org.uk) and <https://www.pect.org.uk/>)
- Tracy Clarke (<https://www.tracyclarke.co.uk/>)
- Sharon Hosegood (<https://sharonhosegoodassociates.co.uk/>)
- Tree Life AC Ltd ([www.treelifeac.co.uk/](http://www.treelifeac.co.uk/))
- Chris Neilan ([www.chrisneilan.co.uk/](http://www.chrisneilan.co.uk/))

**C1x. Please describe how the trees or hedges and associated green space will be maintained, and any volunteer programmes sustained (max 100 words)**

How will you ensure that the space is well maintained? What resources will you have for maintenance once the project is completed?

**C1xi. In what way will the project engage the community around climate change and the environment?**

Community engagement can take many forms and can be achieved in a number of ways before, during and after completion. For example- through community events and activities, community education, publicity, awareness raising exercises, fundraising and questionnaires.

**C1xii. Have you obtained any expert advice on your proposal?**

Please answer Yes/No If yes please provide more information

**C1xiii. Please provide any additional information about your project.**

**Guidance Note D Financing your project**

**D1. Does your parish council support your project? If so please give details.**

You should approach your parish council for support – they may have a local fund available for small projects, or monies from building developments (s106) that could be used for your project

Contact information for parish councils can be found using the link below:

<https://www.scambsgov.uk/councillor-information/parish-councils/parish-council-guidance-and-information/>

**D2. Do you hope to have other sources of funding? If so please give details.**

This might include your own fundraising, other grants or sponsorship. Please list other funders to whom you are applying, detailing when you submitted your application, or plan to, and a date by which you should be informed of the decision. If any applications were refused please provide details. If there is a shortfall in funding, what steps will you take to overcome this?

**D3. Please give a breakdown of project costs.**

Please give as much detail as possible and include ALL costs. The breakdown should be for the whole cost and not just the amount you are asking for funding for. Please make it clear what part of the project you are specifically asking for funding for and ensure that the amount you are requesting related directly to at least one of your quotes. If you do not provide accurate information, this may jeopardise your application's success.

**D4. What is the total project cost?**

Please round this up to the nearest £1

**D5. How much are you asking for from the Zero Carbon Communities grant?**



This can be up to 100% of project costs. However, projects part-funded from other sources will be looked upon favourably.

### **Guidance Note E Support from your District Councillor**

#### **E1. Is your District Councillor in favour of the project?**

Please give details. We encourage applicants to inform their district councillors about their project.

Contact Information can be found using the link below:

<https://scambs.moderngov.co.uk/mgMemberIndex.aspx?bcr=1>

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**Zero Carbon Communities Grant Scheme 2020-2021  
Application Form – to be completed online**

SECTION 1: CONTACT DETAILS	
1.1 Name of Organisation	
1.2 Address of Organisation	
1.3 Contact name and position (plus address if different from above)	
1.4 Telephone Number	
1.5 E-mail address	

SECTION 2: ABOUT YOUR ORGANISATION	
2.1 What does your organisation do? (max 120 words/?characters)	
2.2 If your organisation is a charity, please provide your charity number	
2.3 Does your organisation have a bank account?	
2.4 Is your organisation affiliated to another body? If yes state which one	
2.5 Does your organisation work with children, young people and/or vulnerable adults? If yes, please provide a copy of your Safeguarding policy with your application.	
2.6 Does your organisation have appropriate insurance in place for this project?	

**SECTION 3: ABOUT YOUR PROPOSAL**

Project type – (pull down menu which provides access to project-specific questions)
A1 Improvement to a cycling route
A2 Electric bike or cargo trike
A3 Kickstart a commercial share-bike scheme in your area
A4 Other cycling project
B1 Energy survey
B2 Energy conservation or efficiency measures
B3 Solar PV and/or battery storage system for solar PV
C1 Tree-planting and other 'nature-based solutions'

<b>A1 Improvement to a cycling route</b>
A1i. Location of the improvement
A1ii What is the proposed improvement? (max 200 words)
A1 iii Is your project on the public highway (pull-down menu) Please answer Yes/No
A1iv What additional value does your project provide?
A1v If there is additional information about your project you feel would be relevant, please provide it in this space

<b>A2 Electric bike or cargo trike</b>
A2i. Describe your project (max 200 words)
A2ii What additional value does your project provide?
A2iii Please provide any additional information about your project.

<b>A3 Kickstart a commercial electric share-bike scheme in your area</b>
A3i. Have you held discussion with a commercial operator about setting up a scheme in your area? Please give details
A3ii Please describe your project . (max 200 words)
A3iii What additional value does your project provide?
A3iv Please provide any additional information about your project.

<b>B1 Energy survey</b>
B1i. Tell us about the building and how it is used?
B1ii Who owns the building?
B1iii How does the project meet the objectives of reducing use of fossil fuel energy in community buildings and increasing awareness of energy improvements to buildings by the wider public?
B1iv What additional value does your project provide?
B1v Please provide any additional information about your project.

<b>B2 Energy conservation or efficiency measures</b>
B2i. Tell us about the building and how it is used
B2ii Who owns the building?
B2iii Describe your project (max 200 words)
B2iv Has your project been identified as a result of an energy survey? Please give details
B2v What additional value does your project provide?
B2vi Please provide any additional information about your project.

<b>B3 Solar PV and/or Battery Storage System for Solar PV</b>
B3i. Tell us about the building and how it is used
B3ii Who owns the building?
B3iii Is planning permission required for installation of solar PV to the building, eg if the building is listed?
B3iv Please describe your project
B3v Has your project been identified as a result of an energy survey? Please give details
B3vi Please give details of any other energy conservation and efficiency measures already undertaken or are planned.
B3vii What additional value does your project provide?
B3ix Please provide any additional information about your project.

<b>C1 Tree-planting and other 'Nature-based Solutions'</b>
C1i. Are you working with any other organisations on this project? Please give details
C1ii. Please indicate an approximate date when your project is likely to be undertaken/started.
C1iii. Location of proposed project
C1iv. Please describe your project (max 200 words)
C1v. Number of trees proposed to plant and/or area of woodland to be created (hectares)
C1vi. Number of adult volunteers that will be involved in the project
C1vii. Number of children that will be involved in the project
C1viii. Does your organisation own the premises where the project is planned? Please answer Yes/No.
C1ix Will you be using funding to pay for a tree consultant?
C1x. Please describe how the trees or hedges and associated green space will be maintained, and any volunteer programmes sustained (max 100 words)
C1xi.. In what way will the project engage the community around climate change and the environment?
C1xii. Have you obtained any expert advice on your proposal? If so please provide details
C1xiii Please provide any additional information about your project.

## SECTION D: FINANCING YOUR PROJECT

D1. Does your parish council financially support your project? If so please give details

D2. Do you hope to have other sources of funding? If so please give details

D3. Please give a breakdown of project costs. If you obtained more than one quote please include this in other supporting documents (Section F)

D4. What is the total project cost?

D5. How much are you asking for from the Zero Carbon Communities grant?

## SECTION E: SUPPORT FROM YOUR DISTRICT COUNCILLOR

E1. Is your District Councillor in favour of the project? Please give details.

## SECTION F: CHECKLIST AND DECLARATION

*In submitting this form I confirm that I have read and understood the criteria and general conditions under which any grant may be awarded. The information I have given in this form and any supporting documentation is correct to the best of my knowledge.*

*I understand that any grant given is discretionary and that eligibility does not confer an automatic right to receive grant aid.*

*I understand that no works/purchases should be undertaken until a grant offer has been made and accepted and that the grant may be reclaimed in part or in whole if the conditions of the grant offer are not adhered to.*

*It is my responsibility to ensure that all aspects of the project have been considered and that adequate risk assessment, insurances and training of personnel has been undertaken.*

**I have submitted the following documents in support of my application:**

### **Required Documents**

A copy of your organisation's constitution or mission statement (except parish councils)  
A copy of your latest accounts (audited if available)  
A copy of a quote for your project

### **Other supporting documents where relevant**

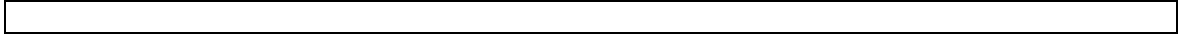
Please include any other material you feel would support this application (this may include a professional energy survey or audit if you have had one completed).

Signed  
Print name and position  
Date

If you have any queries about the Zero Carbon Community Grant, please email [zcc@scamb.gov.uk](mailto:zcc@scamb.gov.uk) or call 01954 713344.

**Thank you for taking the time to submit your proposal**





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# Agenda Item 13



<b>REPORT TO:</b>	Informal Cabinet – 18/05/2020	18/05/2020
	Scrutiny & Overview Committee	09/06/2020
	Cabinet	29/06/2020
<b>LEAD CABINET MEMBER:</b>	Councillor Hazel Smith, Lead Member for Housing	
<b>LEAD OFFICER:</b>	Peter Campbell – Head of Housing Services	

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## Resident Involvement Strategy 2020-2023

### Executive Summary

1. The purpose of this report is to consider the Draft Resident Involvement Strategy for wider consultation with tenants.
2. The Draft Resident Involvement Strategy sets out the opportunities for Council tenants (including leaseholders) to fully participate in the development and improvement of their housing service.
3. In developing the Strategy, a tenant and Member steering group was established to review the current activities for resident involvement. As part of the review a new framework has been developed, including the implementation of a Housing Engagement Board, that provides the means and methods for tenants to have meaningful engagement. It also encourages more tenants to be engaged through better communications and provides a variety of opportunities that allow tenants to participate either a little or a lot.
4. The outcome of implementing the Strategy will be a better informed, empowered tenant community. It promotes a relationship of trust and cooperation between SCDC and their tenants.

### Key Decision

5. This is a key decision because it is significant in terms of its effects on tenants and leaseholders living in SCDC council homes. This will cover areas comprising two or more wards or electoral divisions in the area of the relevant local authority and it was first published in the July 2019 Forward Plan. It is scheduled for the 29<sup>th</sup> June 2020 Cabinet.

## **Recommendations**

6. It is recommended that Cabinet approves the Draft Resident Involvement Strategy 2020-2023 (Appendix 1) to go out to wider tenant consultation. That Cabinet also delegates authority to the Lead Member for Housing to approve the final Strategy subject to any minor amendments arising from this consultation, from any new guidance issued by the Regulator for Social Housing or from guidance issued by Government if/when the issues within the Green Paper become law.

## **Reasons for Recommendations**

7. This Strategy sets out how the Council will engage with its tenants and leaseholders and includes a new tenant engagement framework and the establishment of a Housing Engagement Board to ensure that our tenants have the opportunity to be involved in its management and hold the Council to account. The Strategy has been developed in accordance with the Regulatory Framework for Social Housing relating to the Consumer Standard and in particular the Tenant Involvement and Empowerment Standard.
8. The Strategy through the new framework and communication channels also fulfils the recommendations outlined in the Social Housing Green Paper following the Grenfell Tower tragedy.

## **Details**

9. The last Resident Involvement Strategy ran from 2016-2018, and whilst it was due to be refreshed it was felt prudent to wait for further information to come out from the Green Paper, "New Deal for Social Housing".
10. The Green Paper was heavily informed by the conclusions arising from the Grenfell Tower disaster that tenants' concerns were not heard. The Green Paper stresses the importance of tenant involvement and that 'housing providers must demonstrate how they respond to tenants' needs in the way they provide services and how they communicate'. It is fairly certain that future legislation will require a robust framework in place for tenants to communicate and influence decisions relating to their housing management.
11. The Draft Resident Involvement Strategy 2020-2023 approach to tenant and leaseholder involvement (Resident Involvement) is driven by a combination of input from tenants, current and anticipated changes in legislation, evaluation of current practice, and observation of best practice elsewhere.
12. As part of the development of the Strategy, a steering group was established involving tenant representatives, the Lead Member for Housing – Councillor Hazel Smith, the Scrutiny Monitor for Housing - Councillor Claire Daunton and senior housing officers. The steering group's remit was to review the current tenant

involvement activities and to look at a new framework that delivers more meaningful engagement for tenants and leaseholders.

13. The new framework, including the establishment of the Housing Engagement Board, ensures that tenants/leaseholders can help influence service improvements and scrutinise performance and decisions affecting their housing management; as well as ensuring there are appropriate and accessible communication channels.

## Options

<p>14. <b>Option A</b> – To approve the Draft Resident Involvement Strategy 2020-2023 to go out to wider tenant consultation (Appendix 1).</p> <p>15. That Cabinet also delegates authority to the Lead Member for Housing to approve the final Strategy subject to any minor amendments arising from this consultation, from any new guidance issued by the Regulator for Social Housing or from guidance issued by Government if/when the issues within the Green Paper become law.</p>	<p>Reasons for Approval – The Strategy will demonstrate how the Council is meeting the regulatory requirements for tenant and leaseholder involvement.</p>
<p>16. <b>Option B</b> – To reject the draft Resident Involvement Strategy 2020-23 and the proposals set out in the Strategy for a new scrutiny and governance framework, including the establishment of the Housing Engagement Board.</p>	<p>Reasons for Refusal: Without an up to date Resident Involvement Strategy and the right mechanisms in place for tenants and leaseholders to be involved to help shape and influence decisions relating to the housing service, the Council is unable to demonstrate how it is meeting the Regulatory Requirements.</p>

## Implications

17. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

## **Financial**

18. There are no significant implications. The new framework will be implemented within existing budgets.

## **Legal**

19. The Resident Involvement Strategy will demonstrate how it is meeting the Social Housing Regulatory Requirements in terms of the Tenant Involvement and Empowerment Standard.

## **Staffing**

20. There are no significant implications. The new framework and resident involvement activities will be undertaken within the existing resident involvement team.

## **Risks/Opportunities**

21. The proposed new framework offers greater opportunities for tenants to have their voice heard through a robust and transparent scrutiny and governance framework. The Strategy sets out the opportunities to distribute more information about key SCDC initiatives and encourages tenants to support them. The risks of implementation are that the Council is unable to attract a wider range of tenants to represent the Council's tenant and leaseholder community in its scrutiny and governance role. It is anticipated that this risk can be mitigated through greater support and incentives for tenants to get engaged, as well as promoting more widely through a variety of communication channels.

## **Equality and Diversity**

22. An Equality and Diversity Impact Assessment has been undertaken and no significant implications have been identified.

## **Climate Change**

23. The increase in digital communication will enable SCDC to improve its communications without impacting on the environment. The Draft Strategy also sets out how it will run campaigns to encourage tenants to support the Green to our Core objectives.

## Consultation responses

24. Members of the Tenant Participation Group (TPG), Sheltered Housing and Leaseholder forums were surveyed in October 2019, which has helped to shape the Draft Resident Involvement Strategy.
25. A steering group made up of tenants, councillors and housing officers was set-up to review current resident involvement arrangements and to look at options for improvement. The steering group met from November 2019-January 2020.
26. Members of the Tenant Participation Group were independently consulted on the outcome of the findings of the steering group.
27. Through the consultation process, there was a consensus that the current framework was not delivering meaningful engagement. Tenants did not feel that they had influence and their views were not being taken into consideration. Some members of the TPG stated they did not think the TPG had a clear purpose.
28. There was consensus that moving to the proposed new framework that included the Housing Engagement Board would provide more influence. It was also felt that holding meetings locally would provide more engagement than the existing quarterly forums.
29. The ability to engage people digitally was considered positive, but there was concern raised that this should not be the only means of communication as not all tenants are able to access digital information easily. To ensure that other methods of communication are also used, it is proposed that estate officers on sheltered schemes will provide local newsletters and SCDC will continue to produce the tenants and leaseholders magazine in printed form.
30. Following comments raised by the Scrutiny & Review Committee, amendments have been made to the draft Resident Involvement Strategy:
  - That the Housing Engagement Board description contains scrutiny within the remit and its role made clearer within the document.
  - That the Scrutiny Group be changed to the Performance Review Group and that it is made clear what this group will do.
  - That there is a review of the new framework in 12 months time.
  - Page 10-12 has been reviewed and the flow of the document slightly amended and the info graphics improved.
  - Agreed to publish a simplified version of the Strategy for tenants.

## **Alignment with Council Priority Areas**

### **Housing that is truly affordable for everyone to live in**

31. Ensuring that tenants have a voice and there is a robust framework in place to scrutinise budgets and service improvements, as well as good communication in terms of financial support available, will help to ensure that the Council's housing remains affordable for everyone to live in.

### **Being green to our core**

32. The Draft Resident Involvement Strategy has a focus on promoting community gardens that provide habitats for insects and bees.

33. The communication channels provide the means to support Green to the Core campaigns and promote ways and means tenants and leaseholders can contribute to energy efficiency, recycling, water conservation and other green initiatives.

### **A modern and caring Council**

34. The resident involvement framework provides tenants and leaseholders a voice on housing issues. It demonstrates that the Council is listening and responding to tenants.

35. The new framework will encourage tenants to become more involved and volunteer to help improve their community. This will deliver benefits both to the individual and to the community as a whole

36. The communication channels provide the means to provide information, encouragement, highlight positive events and reduce stigma associated with social housing.

## **Background Papers**

37. The Social Housing Regulator – Regulations for Social Housing (Consumer Standard) The Tenant Empowerment Standard 2017

38. The Government Social Housing Green Paper “New Deal for Social Housing” August 2018

39. Tenant Panels – Option for Accountability (National Tenant Organisation)

## **Appendices**

Appendix 1: Draft Resident Involvement Strategy 2020-2023



**Report Author:**

Jennifer Perry – Resident Involvement Team Leader

Telephone: (01954) 713037

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# Resident Involvement Strategy

for Tenants and Leaseholders of  
South Cambridgeshire District Council

2020-2023

## Draft

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# Introduction



The purpose of the Council's Resident Involvement Strategy is to set out the Council's determination to provide opportunities for those tenants (including leaseholders) living in Council homes to fully participate in the development and improvement of their housing service.



This Strategy sets out a new framework that provides the means and methods for tenants to have meaningful engagement. It encourages more tenants to be engaged through better communications and providing a variety of opportunities that allow tenants to participate either a little or a lot.



The outcome of implementing this Strategy will be a better informed, empowered tenant community. It promotes a relationship of trust and cooperation between South Cambridgeshire District Council (SCDC) and their tenants.

## Vision and Values

The Resident Involvement Strategy supports a partnership between SCDC and their tenants. It provides tenants meaningful engagement, influence and scrutiny in housing services decisions. Tenants have a key role in helping SCDC deliver a responsive housing service that reflects SCDC's business plan – to deliver a caring, affordable and environmentally responsible housing service for current and future tenants.

### SCDC Corporate Values:

- A modern and caring council
- Housing that is truly affordable
- Being green to our core
- Growing local business and economies



## Objectives

The Resident Involvement Objectives reflect the need to provide the means and methods of delivering effective, meaningful and collaborative tenant engagement. It provides tenants with the opportunity to influence and scrutinise the housing service. This involvement should result in tenants and SCDC working together to deliver an exceptional housing service.

1. Develop a collaborative tenant engagement programme between SCDC and their tenants and leaseholders.
2. Establish and support a tenant engagement framework that delivers tenant involvement, influence and scrutiny opportunities. Support the new framework by recruiting and building the skills and capacity of involved tenants.

## Objectives (cont.)

3. Create multiple communication channels between SCDC and their tenants.
4. Design campaigns that promote environmental engagement, community cohesion, resident wellbeing and reduce stigma associated with social housing.
5. Tenant involvement is planned, resourced, monitored and reviewed regularly with tenants.

## Regulatory Requirements

The Resident Involvement Strategy has been developed in accordance with the current regulatory requirements (October 2018) which are governed by The Regulator of Social Housing.

The Regulator of Social Housing regulates registered providers of social housing to promote a viable, efficient and well-governed social housing sector able to deliver homes that meet a range of needs. Regulations cover economic and consumer standards.

The economic standards do not apply to local authorities because these are regulated by central government.

The consumer standard applies to both local authorities and registered providers of social housing, such as housing associations. The aim of the consumer standard is to support the provision of social housing, to ensure that it is well-managed and of appropriate quality.



# Consumer Standards

The four consumer standards are:

## Tenant Involvement and Empowerment Standard

to ensure that tenants of social housing have the opportunity to be involved in its management and hold their landlords to account.



## Home Standard

to support the provision of well-managed and appropriate quality housing.



## Tenancy Standard

to ensure that actual or potential tenants of social housing have an appropriate degree of choice and protection.



## Neighbourhood and Community Standard

to encourage social housing providers to contribute to the environmental, social and economic well-being of the areas in which the housing is situated.





## Social Housing Green Paper

Following the Grenfell Tower tragedy there has been a greater focus on the need for social housing providers to give tenants the means to have their priorities and concerns heard. The government green paper emphasised that social landlords must provide an opportunity to have meaningful engagement and influence in housing issues that impact directly on their tenants.

The Resident Involvement Strategy sets out SCDC's approach to giving tenants a greater voice and influence in the services they deliver. This Strategy reflects SCDC's mission to:



Provide the methods and means for tenants to engage, influence and scrutinise housing decisions.



Make it easy for tenants to access information and share their views by creating user friendly communication channels.



Promote higher levels of engagement so that more people become involved tenants and that the interests of the whole community are represented.

## Review of existing tenant engagement

The Tenant Involvement and Empowerment Standard specifies that social housing providers shall consult tenants at least once every three years on the best way of involving tenants in the governance and scrutiny of the organisation's housing management service.

SCDC conducted a review in 2019/20 in consultation with tenants. It reviewed best practice and other tenant involvement programmes. One of the key issues identified was that the existing Tenant Participation Group were not having substantive engagement with decision makers either with council members or the housing service.

The outcome of that review was to recommend a new framework for tenant and leaseholder involvement. The new framework has been incorporated in the Resident Involvement Strategy. It provides the direct link to decision makers within the Council and housing. It is more inclusive, providing better access to meetings locally (when allowed), a variety of methods to access information and a range of opportunities to work with other tenants to effect housing services direction and delivery.

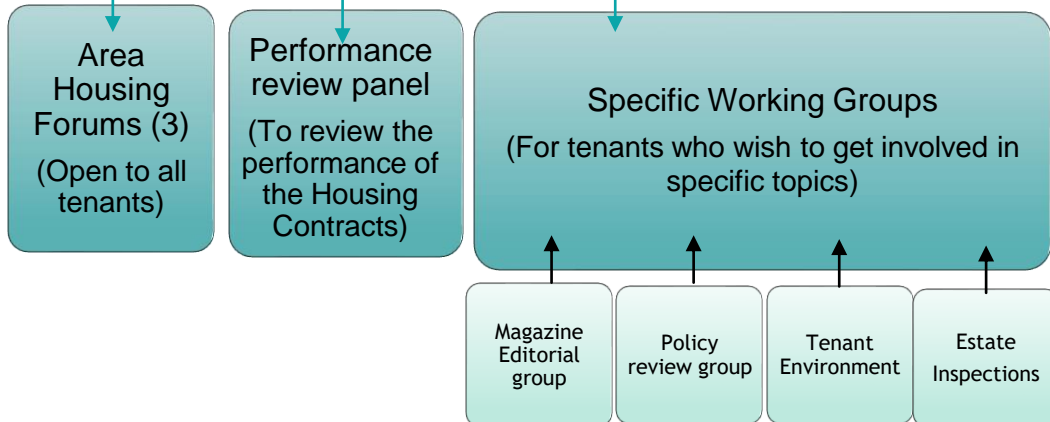
# New Tenant Engagement Framework

## SCDC Cabinet

(made up of seven councillors that set the strategic and political direction of the Council)

## Housing Engagement Board

(Comprising: three council members including the Lead Member for Housing, five elected tenant reps and one elected leaseholder rep and the Head of Housing – providing a forum to scrutinise and monitor performance)

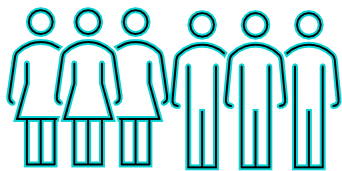


- ▶ The Tenant Engagement Framework provides a means for tenants, council members and housing officers to have meaningful engagement. It creates formal methods to engage, inform, discuss, scrutinise and debate issues that impact on tenants through the implementation of a new Housing Engagement Board (HEB) and Area Housing Forums (AHF).
- ▶ The Tenant Engagement Framework offers different levels of engagement and opportunities. Tenant engagement also includes informal engagement through customer contact and social media.
- ▶ Delivering tenant engagement requires a variety of communication channels that makes it easier for tenants to access information in a timely manner. Digital communication channels are a key method of communication in line with the Council's overall communication strategy for its residents.

## The Housing Engagement Board (HEB)

The Housing Engagement Board (HEB) consists of three council members including the Lead Member for Housing, five elected tenant reps and one elected leaseholder rep, and the Head of Housing. The resident involvement team will provide secretariat support. Tenant rep board members are entitled to remuneration of up to £400 a year and are expected to meet the criteria set within the terms of reference for the Board. Elections to the Board are held every four years.

The HEB meets four times a year.



5 tenants 1  
leaseholder



3  
councillors



head of  
housing

It provides a forum to consult and scrutinise on new policy or major revisions to policy; to monitor performance on key areas; to receive presentations on topics of interest, request more in depth work on an area for example through a working group; and receive feedback in the form of minutes from forums and other working groups (see overleaf).

It provides a platform to engage with and consult with tenant and leaseholder representatives at a strategic level, and for those views to feed into the decision-making process in line with the Council's constitution, i.e. by Head of Housing, Lead Member for Housing or recommendation to Cabinet.

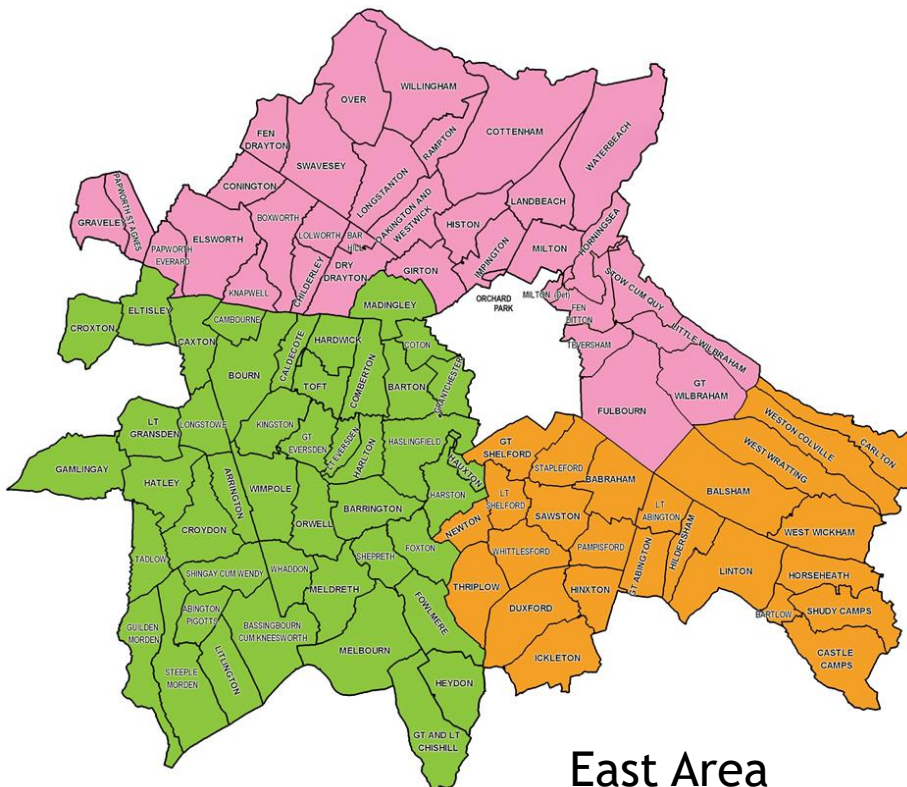
# Area Housing Forums

There are also three Area-based Housing Forums that sit under the HEB which focus on local issues, using different formats to engage with local tenant and leaseholder interests. The Area Housing Forums are open to any tenant or leaseholder. They provide an opportunity to distribute information, lead specific topic or workshop discussions and answer general questions.

The forums are held quarterly. Issues raised will be taken away to be resolved or progressed to the Housing Engagement Board if they are broader or of strategic concern. Elected Housing Engagement Board representatives are expected to chair each of the Area Forums.



## North Area



West Area

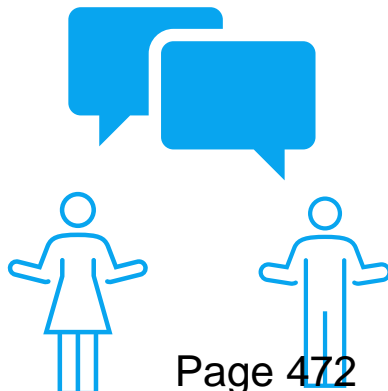
East Area  
Page 471

## Groups

The new framework includes a Performance Review Panel that sits underneath the HEB, whose role is to monitor performance of our main contractors. The Performance Review Panel is made up of tenants, staff and the Lead Member for Housing and will meet quarterly to review repairs, landscaping, heating and gas performance, future plans and service issues.

Specific working groups will also be established that allow tenants to contribute with less commitment focusing on topics that appeal to them. These groups cover subjects such as policy review, magazine editorial and environmental projects, with the option to add new ones in response to tenant priorities and interest.

Tenant Estate Inspections are done in conjunction with housing officers, trained tenant inspectors and local tenants. Each new financial year a calendar with details of estate inspections, date and time for the next 12 months is produced. Estate inspections are promoted using social media, newsletters and by the housing officers. Estate inspections are a valuable activity in building relationships with the local community, gaining their feedback and to monitor the condition of estates.



# Tenant Communication

A successful tenant involvement programme requires good communication between the Council and their tenants. Good communication relies on understanding tenant priorities, staff engagement, multiple communication channels and monitoring. The benefit to the tenants and the Council is being able to build a productive, positive working relationship that delivers a better, value for money housing service.

The tenant communications' objective is to enable tenants to:



Have access to the latest news, events and meetings



Easily find information regarding housing services



Share their views and be consulted on tenant issues

To achieve these objectives, the Council uses multiple communication channels:



Tenant and leaseholder magazine. This is a printed publication that is delivered to every tenant and leaseholder.



Estate officers produce newsletters for sheltered housing schemes. The resident involvement team assist them in the process improving quality and consistency of the newsletters.



The SCDC website has a housing section which is being developed further to include additional features to improve communications.



Other forms of tenant contact are also being explored, such as making more use of the rent statements to communicate to all tenants, after service surveys and improving one to one contact with the repairs team, housing officers and contact centre.



Meetings and groups provide valuable person to person contact with tenants. The opportunity to talk to someone about concerns, grievances or ideas is important to tenants.

## New Communication channels

Digital technology is key to increasing contact, provide information and to gain feedback. Digital tools that are available include:



One view portal to deliver personalised content



Social media to inform and gain feedback



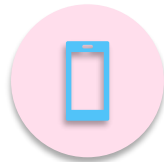
E-newsletter to inform



Surveys and polls to respond to specific questions



Analytics to gauge response and popular content



Orchard housing management system may provide other options including emailing or SMS messaging.



# Tenant programmes

- ▶ Supporting the SCDC priorities of a caring council, the Resident Involvement Strategy uses programmes to promote information on environmental and economic issues, community cohesion and resident wellbeing.
- ▶ Community Gardens is a new initiative to bring local tenants together to create outdoor space that will promote the Council's "Green to our Core" value. The Community Gardens initiative will not only help to improve the tenants' local environment, the Council's land but will also bring tenants together socially which will help to tackle loneliness as well as promoting a healthy activity.
- ▶ The resident involvement team works to promote tenant, community and individual wellbeing. The service is cross-cutting throughout the Council, promoting the work undertaken by the sustainable communities and the environmental teams that benefits our tenants.

## Accountability

The new framework will be reviewed in 12 months by the Tenant Engagement Board and the Council's Scrutiny & Review Committee.

The resident involvement team provides an annual report to tenant and leaseholders regarding how the housing revenue account money is spent. There are numerous opportunities to provide more regular information to tenants. This includes:



Give tenants regular updates on housing services and key performance indicators.



You said, we did' – publish actions SCDC has taken in response to tenant requests, complaints or ideas.



Minutes of meetings – publish and promote outcome and actions from involved tenant meetings.

# Resources

The Council supports a small team of resident involvement staff including:

- Resident Involvement Team Leader (full time permanent post) – covering policy and strategy and ensuring compliance with Consumer standards.
- Resident Involvement Officer (full time permanent post) – covering day to day resident involvement work such as supporting meetings, group activity, responding to requests.
- Resident Involvement Project Support Officer (full time temporary contract) - covering project work such as digital rollout and newsletters/promotional events.

It is important to allocate resources to ensure that resident involvement objectives are met.

1. Prioritise resident involvement activities to support the framework and communications. Set realistic targets.
2. Train, develop and support staff across the housing service, so they can identify and promote resident involvement opportunities.
3. Provide support and training for involved tenants and leaseholders so they can be effective in their roles.
4. Consistently deliver social media and newsletters content. Support staff to deliver digital engagement by providing training and mentoring.
5. Regularly review resident involvement outcomes to determine that activities are delivering objectives and offering value for money.



## **New Build Council Housing Strategy 2020 - 2025**

**REPORT TO:** Cabinet 29 June 2020

**LEAD CABINET MEMBER:** Councillor Hazel Smith. Lead Cabinet Member for Housing

**LEAD OFFICER:** Head of Housing - Peter Campbell

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### **1. Executive Summary**

- 1.1 This New Build Council Housing Strategy sets out the reasons for, and context within which, South Cambridgeshire District Council (SCDC) will acquire or directly commission new build affordable homes to be owned and managed directly by the Council. It brings the strategy which was agreed in June 2015 up to date.
- 1.2 This strategy retains those elements from 2015 which are still relevant but takes account of and makes clear where there are changes to policy and practice. The 2020 New Build Council Housing Strategy will provide an updated framework for future activity, reflecting the significant changes that have taken place since the previous Strategy was written and agreed.
- 1.3 The draft Strategy was presented to Scrutiny and Overview Committee on 14 May 2020. Scrutiny Committee considered the Strategy and recommended it proceed to Cabinet.

### **2. Key Decision**

Yes

The key decision was first published in the May 2020 Forward Plan.

### **3. Recommendations**

1. Cabinet is asked to approve New Build Council Housing Strategy, and recommend it proceed to Council for adoption.

### **Reasons for Recommendations**

To give Cabinet the opportunity to consider the report before it is presented to Council.

### **4. Details**

- 4.1 The New Build Council Housing Strategy is attached as Appendix A. A summary is given here drawing out the main points in the strategy which has been developed in the context of SCDC broader aspirations.
- 4.2 Both local and national policies relating to the delivery of new affordable council housing have changed since the previous New Build Strategy was agreed in 2015. Of particular relevance for this updated strategy are the revised SCDC target to at least double Council new builds by 2024; the removal of restrictive cap on Housing Revenue Accounts (HRA) for borrowing; the mix of available sites across the District to meet the 5 year land supply requirements; and the creation of a new Investment Partnership between the Council and two development companies.
- 4.3 The Council will be guided on the selection of sites and the acquisition of homes by criteria set out in the strategy. New build homes will therefore contribute to one or more of the following:
  - Ensuring that the Housing Revenue Account budget maintains an income from rents and shared ownership sales that enable good quality services to be delivered, and help to fund future affordable housing.
  - Contributing to meeting the need for types of housing in short supply. For example, the requirement for smaller properties to meet the needs of those on the housing register, older people looking to downsize, and disabled adapted homes.
  - Better standards of housing design which contribute to lowering energy costs and meeting the Council's net zero carbon target.
  - Achieving best value in terms of the investment in new housing, related to the quality and type of housing, with agreed payback periods.
- 4.4 Funding is in place to deliver against a target of 350 new homes in the 5 years to 2024, and delivery has been on course to achieve this. Funding streams are identified in the Medium Term Financial Strategy for the Housing Revenue Account, and set out on in the table in section 4.3 in the appendix. The as yet unknown impact of the lockdown arrangements to minimise the spread of Covid-19 will need to be stress tested against this financial model.
- 4.5 The New Build Council Housing Strategy identifies a range types of sites where there will be potential opportunities to acquire new affordable Council housing.

These include land and assets such as garage sites owned by the Housing Revenue Account; Large strategic sites where affordable housing is delivered as part of the Section106 planning requirements; rural exception sites identified to meet local needs; and other sites which have been agreed to meet the 5 year land supply requirement.

- 4.6 SCDC has both the financial resources and the administrative capacity to deliver against the aspiration for at least 350 new affordable Council homes by 2024. A New Build Team, located in the Housing Service has the skills necessary to both negotiate with developers delivering S106 affordable housing and to directly commission developments on smaller sites. The new SCDC Investment Partnership will be developing sites with the potential for the Council to acquire the affordable housing; and the Ermine Street could come in on opportunities to include private rented properties in any mix.
- 4.7 As a landlord SCDC is concerned to maintain rents at an affordable level, and will set rents at no more than the long-term Local Housing Allowance, set by Government as the maximum level to be covered by Housing Benefit.
- 4.8 The implementation of the strategy will be monitored against the targets for homes built or acquired; the criteria against which decisions are made; and budget forecasts. Schemes where the payback period is more than 35 years will be agreed by the Head of Housing in consultation with the Lead Member for Housing if valued under £2 million, or Cabinet if over this amount. An annual progress report will be presented to Leadership Team and Cabinet

## **5. Implications**

In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

### **Financial**

The New Build Council Housing Strategy has been fully costed. The table in Section 4.3 shows the estimated and actual costs of schemes across a 5 year period and Capital expenditure allocations against this. These funding requirements of the New Build programme will be reviewed 6 monthly as part of the overall review HRA brought to Council.

### **Legal**

There are no additional legal considerations relating to this strategy. Appropriate legal advice is sought on individual schemes as these are brought forward.

## **Staffing**

There are no additional staffing implications relating to this report.

## **Risks/Opportunity**

The corporate strategic risk register includes risks relating to the New Build programme. The Housing Service Plan provides an annual update of risks. As the programme has grown it now merits a specific, more detailed risk register for the development pipeline to be completed by April 2020 and to be reviewed twice yearly at Leadership Team.

## **Equality and Diversity**

The strategy addresses the provision of Council housing to meet specific needs, such as housing for older people who may want to downsize, or who may require adapted homes.

## **Climate Change**

We will seek through a revised housing design specification to set out the features SCDC will seek in new build purchases, aligned to the Council's green to the core objective, and contributing to moving towards net zero carbon emissions.

## **6. Alignment with Council Priority Areas**

### **Growing local businesses and economies**

A growing economy needs places for people to live close to their place of work, and able to spend in the local economy.

### **Housing that is truly affordable for everyone to live in**

This is a strategy to deliver an increasing in affordable Council housing. Setting rent at the Local Housing Allowance will keep rents at an affordable level

### **Being green to our core**

See section on climate change.

## **A modern and caring Council**

The strategy prioritises homes which are built to good design and sustainability standards and are well connected to transport and amenities. To meet local village needs it supports the development of rural exception sites.

### **7. Background Papers**

2015 SCDC New Build Strategy.

### **8. Appendices**

Appendix A New Build Council Housing Strategy

### **9. Report Author:**

Peter Campbell - Head of Housing  
Kirstin Donaldson – Interim Head of New Build

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# DRAFT New Build Council Housing Strategy 2020 - 2025

## 1. Why Build?

The Council is committed to putting the heart into South Cambridgeshire by:

- Building homes that are truly affordable to live in
- Helping business to grow
- Being green to our core
- Putting our customers at the centre of everything we do

The New Build Strategy supports all these objectives. It also links to other agreed strategies, primarily:

- The Greater Cambridge Housing Strategy 2019 – 2023
- The South Cambridgeshire Local Plan 2018
- The Greater Cambridge Sustainable Design and Construction SPD 2020

The strategy will be updated to reflect major changes in these linked strategies.

## 2. Current Position

- 2.1 This New Build Strategy sets out the reasons for, and context within which, South Cambridgeshire District Council (SCDC) will acquire or directly commission new build affordable homes to be owned and managed directly by the Council. It brings the strategy which was agreed in June 2015 up to date.
- 2.2 This strategy retains those elements from 2015 which are still relevant but takes account of and makes clear where there are changes to policy and practice. The 2020 New Build Strategy will provide an updated framework for future activity, reflecting the significant changes that have taken place since the previous Strategy was written and agreed.
- 2.3 The 2015 Strategy gave the following reasons for the SCDC acquiring new build properties.
  - Increase the supply of housing which is affordable to local people, including (but not exclusively) Council rent, Council shared ownership, Council owned intermediate rented properties.

- Re-balancing of housing supply (number of bedrooms) to offset welfare benefit changes.
- Increase the housing choices available to people with disabilities – including an increased supply of wheelchair accessible housing.
- To make the best use of the Council’s land and property assets
- Reducing fuel poverty and promoting energy efficiency
- Being able to build homes that achieve high standards of design and construction; and the procurement of new homes to achieve best value for SCDC.

2.4 All the above remain relevant, but both the national and the local political landscape for housebuilding have changed since 2015, bringing additional considerations. Most influential for this strategy are the revised SCDC target to at least double Council new builds by 2024; the removal of restrictive cap on Housing Revenue Accounts (HRA) for borrowing; the mix of available sites across the District to meet the 5 year land supply requirements; and the creation of a new Investment Partnership between the Council and two development companies. The significance of these changes will be explored in the following sections setting out criteria for selection of sites, funding, delivery and risks.

### **3. Updated Criteria for Selection of Sites**

3.1 The following are desirable criteria against which any future purchases will be evaluated. The Council is providing affordable housing alongside other providers – mainly Housing Associations, and these criteria focus on the added value that new builds bring to Council owned housing.

#### **Increasing HRA properties**

3.2 Following the elections in May 2018 a revised target was set in the Business Plan for the number of new build homes acquired by the Council, increasing the target from 35 to 70 over 5 years giving a total of 350, with an aspiration to deliver up to 100 a year if feasible. Since 2018 a total of 209 new Council homes have started on site, with a further 81 homes at Northstowe due to start on site in 2020-2021. These are a mixture of affordable rent and shared ownership. We are confident that we will exceed this target, playing our part to address the great need in South Cambridgeshire for more affordable housing.

3.3 Increasing the numbers of affordable homes the Council is able to offer will ensure that the HRA maintains a healthy income stream from rents and shared ownership sales and staircasing.

### **Meeting Identified Housing Need**

- 3.4 The Council new build programme will seek to address housing needs that are not adequately catered for by the current market.
- 3.5 The welfare reforms highlighted in 2015 are one, but not the only reason, that the supply of smaller homes is not sufficient to cater for demand. The housing needs register shows that for December 2019 51% of applicants were registered for a 1 bed property, 31% for a 2 bed property, and 12% for a 3 bed property, leaving 6% requiring a 4 bed or larger property. This pattern is consistent over time, reinforcing the greater requirement for 1 and 2 bed properties.
- 3.6 Local villages often have specific housing needs. Assessment of individual village housing need based on local connections, usually undertaken by Cambridgeshire ACRE, differ from the district wide assessments used on larger strategic sites. Alignment with village needs assessments, particularly to address deficits, will be taken into account when considering potential HRA purchases.
- 3.7 On both larger strategic sites and village sites there remain deficits not only in terms of numbers but also in certain types of home. As identified in the Greater Cambridge Housing Strategy 2019-2023 there is a lack of homes for older people (including homes attractive to those wanting to downsize), entry level homes for first time buyers, and homes built to accessible and adaptable dwellings standards. Some types of homes for older people are exempt from Right to Buy, and new build will provide attractive opportunities for downsizing and releasing family sized property; additional reasons to favour this type of tenure.
- 3.8 For all sites where HRA purchases are considered decisions will take account of the benefits of promoting homes that are well located to services and facilities and well-integrated into communities.

### **Design Standards – Building Greener Homes**

- 3.9 Being green to our core means a commitment to create a cleaner, greener, zero carbon future. This applies to new build. The January 2020 Greater Cambridge Sustainable Design and Construction SPD provides requirements and guidance on how new developments can be built in a sustainable and environmentally friendly way, better insulated with lower energy consumptions

and therefore a lower carbon footprint, and potentially reduced heating bills. We will seek through a revised housing design specification to set out the features SCDC will seek in new build purchases, aligned to the Council's green to the core objective. This will include modern methods of construction, including modular builds, where this meets the requirements set out in our design specification for Council homes.

- 3.10 For purchases from Section 106 sites the ability to specify precise standards for affordable housing will be limited, as these are largely pre-agreed, and although they must meet planning requirements, cost considerations for developers mean that enhanced specifications are not standard. Where there are opportunities to negotiate enhanced standards to meet our new build desired specifications SCDC will do so.

### **Achieving Best Value**

- 3.11 As in the previous strategy sites will be evaluated to ensure they provide value for money using both ProVal- a widely used evaluation model, and the in-house assessment model based on the Chartered Institute of Housing viability model. The payback period for a scheme, using a blended rate where there is a mix of tenures, will have a payback of no more than 35 years, reflecting current property and HRA rental values, unless there are justifiable reasons relating to better design standards to meet our broader aspirations. In 2015 a reasonable payback period was considered to be 30 years. Based on current performance 35 years, with flexibility to go beyond this is more reasonable given the increase in prices and the impact of the 2016 – 2020 freeze to all social rents. Circumstances which warrant purchases of affordable housing schemes with a payback in excess of 35 years will be agreed by the Head of Housing in consultation with the Lead Member for Housing if valued under £2 million, or Cabinet if over this amount.

## **4. Funding**

- 4.1 Funds have been allocated in the Capital Programme to meet all the current commitments. Unallocated sums have been retained to meet further acquisitions to 2024/25. The following table shows the breakdown of allocated and unallocated funds, and the available funding streams. The mid-year revision of the Medium-Term Financial Strategy will enable adjustments to be made as pipeline commitments are confirmed.
- 4.2 The lifting of the HRA borrowing cap provides capacity to borrow a further £45 million as set out in the HRA budget paper agreed at Council in February

2020, only £7 million of which is currently included within the current funding schedule.

- 4.3 Alongside new builds there is a commitment to fund the greening of the HRA existing stock, and work is underway to develop a planned and costed programme for upgrading existing Council homes, which will also require additional Capital investment. The HRA business plan shows that there is sufficient funding to deliver the target of 70 homes a year until 2024/25 and the cost of greening our homes will be built into future modelling alongside our ambitions to increase the number of Council homes year on year.

Housing Revenue Account	Budget	Budget	Budget	Budget	Budget
	2020-21	2021-22	2022-23	2023-24	2024-25
	£'000	£'000	£'000	£'000	£'000
<b>HRA New Build</b>					
Allocated	18,122	10,537	687	0	0
Unallocated New Build / Acquisition Budget	8,749	8,369	4,224	11,200	11,200
<b>Total HRA New Build</b>	<b>26,871</b>	<b>18,906</b>	<b>4,911</b>	<b>11,200</b>	<b>11,200</b>
<b>Housing Capital Resources</b>					
Other Capital Receipts (Self-Build Plot Sales)	(600)	(600)	(600)	(600)	(600)
New-Build Shared-Ownership receipts	(600)	(2,040)	(2,921)	(3,438)	(1,200)
Direct Revenue Financing of Capital	(13,713)	(9,599)	0	(4,422)	(6,660)
Other Capital Resources (Grants / S106 funding)	(1,095)	(300)	(500)	(500)	(500)
Retained Right to Buy Receipts	(5,863)	(4,367)	(890)	(2,240)	(2,240)
HRA CFR / Prudential Borrowing	(5,000)	(2,000)	0	0	0
	(0)	(0)	(0)	0	0

- 4.4 Homes England and the Cambridgeshire and Peterborough Combined Authority (CPCA) provide additional sources of funding. CPCA funding is offered through a range of measures which involve a payback mechanism including loans, investment equity that provides a return, and recoverable grants. Homes England funding programmes are targeted towards additionality - that is providing subsidy for new build that is additional to the numbers and type agreed through Section 106 agreements, or homes built on land where the units provided are additional to any pre-existing units. The

added value for SCDC new build programme of external funding will be kept under review.

- 4.5 The impact of Covid-19 on the construction industry, the ability of prospective tenants to pay an affordable rent, and the take up of shared ownership will be stress tested within the current financial model, when the impact is known. If available capital funding remains the same the model is flexible enough to accommodate changes by extending payback periods. If any funding streams were to reduce, without compensating funding from elsewhere this would reduce the numbers of new dwellings that could be achieved.

## **5. Opportunities for Development**

### **HRA Land and Property Assets**

- 5.1 The position outlined in the 2015 strategy has not substantially changed. The Council owns and manages 5248 homes, including sheltered housing with communal facilities, flats with leaseholders and equity share properties. 286 of the properties are of non-traditional construction and there are garage blocks throughout the district with widely differing levels of usage.
- 5.2 An up-to-date audit will be undertaken in 2021 to inform the potential for the Council to build on HRA owned land. This is a prerequisite to deciding whether, and how, to commission new build on HRA land. Availability of HRA land for new build is known to be limited. Alongside this the Asset Management Strategy, which will be updated and agreed this year, will identify potential land and property including garage sites, where assets are in very poor condition and could release valuable land, or in the case of sheltered schemes provide a greater number of homes built to a higher standard.

### **Large Sites**

- 5.3 Council New Build on larger strategic sites will come through the purchase of affordable housing required under S106 agreements. Section 106 sites will remain the primary source of achieving the target number of new homes set out in the business plan as new sites come forward for consideration. These large strategic sites will be brought forward by developers, including the Council's Investment Partnerships, and the affordable housing element is required to meet planning obligations. The reasons for purchase will relate to specific Council objectives as set out in the criteria in sections 2 and 3 of this paper. There must be a justification for why the Council will potentially be competing against other providers for the affordable housing and where the opportunity is there, we will work collaboratively with other providers. As we

have seen the HRA has a need for certain types of housing, and the Council has broader objectives that mean it may want to invest in a geographical area, and meet specific lower carbon, more sustainable, design standards.

### **Rural Exception Sites**

- 5.4 SCDC is very supportive of bringing forward rural exception sites. These are sites, usually on the edge of villages and sometimes in green belt or arable land sites, agreed to address the housing need of a village. These sites have a long lead in time and deliver relatively small numbers of dwellings. To date the Council has been the provider of the affordable housing on only two rural exception sites. In the first instance households eligible to be allocated affordable housing on rural exception sites will have a local connection and incomes that are potentially higher than the district wide housing needs register. If the Council is the affordable housing provider the property can be purchased under the Right to Buy and cannot therefore be retained in perpetuity for those in need. The risk of RTB purchase is greater because the preference for a local connection when allocating homes means income can be higher. This is not the case if the affordable housing is owned by a Housing Association where there is no Right to Acquire. For this reason Council purchase of new build affordable housing on rural exception sites will only be where there is no reasonable alternative offer from another provider.

### **Other 5 Year Land Supply Sites**

- 5.5 The Council have a 5 year land supply as set out in the South Cambridgeshire Local Plan, agreed in 2018. This is updated annually. Sites agreed for housing development will be at various stages of development. The New Build Strategy can have a part to play where sites have outstanding permissions and purchase of affordable housing contribute to unlocking a site and meeting Council priorities at the same time.

## **6. Capacity to Deliver**

### **New Build Team**

- 6.1 The 2015 Strategy relied heavily on the Housing Development Agency, a previously shared service which is now solely focused on delivering new build for Cambridge City Council. SCDC's own new build team comprises of a manager, 3 development officers and a consultant and self-build team of 2 people. The new build team work closely with the exception sites officer, located in the strategic housing team.

- 6.2 The size of the new build team is sufficient to manage the current approach to acquiring new build Council housing, and has skills to directly commission and manage the current new build contracts on sites owned or acquired by the HRA. If SCDC were to embark on a major direct new build programme capacity would need to be reviewed. Because SCDC would have greater control over building on owned sites there are enhanced opportunities to build to a higher specification and give preference to housebuilders who contribute to the local economy and have an apprenticeship scheme.

### **Investment Partnership**

- 6.3 In March 2020 the SCDC Cabinet agreed the terms of Investment Partnerships with two separate developers – Hill Partnership Ltd and Balfour Beatty Investments - to deliver homes of all tenures including affordable housing, and to deliver positive financial returns for the Council. The Investment Partnerships are at an early stage but will be an important source of good quality affordable housing in the future. Completions are likely to be realised in 2-3 years' time.
- 6.4 It is important to recognise that the Investment Partnerships are public/private joint ventures. The Investment Partnership Agreements are created on a “framework” basis primarily created with a view to making a profit and potentially the Investment Partnerships could refuse to develop and/or sell to the Council if it was not in the Investment Partnerships' best interests – for example, if the sale price was substantially below that being offered by a third party or was otherwise loss making. This would need to be negotiated in practice. The Council would need to establish a methodology for establishing VFM in terms of having purchased from either IP – bearing in mind that it also has a vested interest in maximising profits. Nevertheless, the IP is likely to be a key delivery vehicle for the acquisition of affordable homes

### **Ermine Street Housing**

- 6.5 Ermine Street Housing is a wholly owned company operating from 2014 to purchase buy-to-rent properties, returning an investment for the Council. Ermine Street Housing can commission private rented housing as part of overall development packages, potentially alongside the delivery of new affordable homes in the district, or to work with developers and landowners on wider mixed use (residential/ commercial) development sites. The New Build team is tasked with delivering the Council's affordable homes programme, and opportunities may arise with developers for the Company to purchase stock for market rent as part of an overall scheme to provide new build homes to meet Ermine Street's business objectives.



## **7. Landlord Considerations**

### **Affordability of Rent Levels**

- 7.1 Most of SCDC Council housing remain at social rent levels which equate to approximately 45% of market rents. Current practice is to set rent levels for new build affordable rented homes at the level of the Local Housing Allowance (LHA) which equates to about 60-65% of market rents. This ensures that New Build can achieve reasonable payback of capital investment, typically within 35 years. Affordable rents set at this level can be covered by Housing Benefit where this is paid, although it should be noted that Universal Credit is not differentiated for local rental values but is capped at an overall amount. Nevertheless, LHA levels remain the best indicator of affordability available and will be retained as the benchmark rental values for SCDC new build affordable rent. Financial modelling shows that this is consistent with a payback period of up to 35 years and the assumptions in the 30 year business plan. Providing social rents for new build properties would require a level of subsidy not currently available, or savings would be required, to maintain the existing HRA business plan projections.

## **8. Monitoring Arrangements**

- 8.1 The budget for the new build programme is agreed in the HRA business plan and will be reviewed at least every 6 months. Acquisitions valued below £2 million that are within budget and meet current policy will be agreed with the Head of Housing and the Lead Member for Housing. Acquisitions above the amount will be agreed by Cabinet. A progress report will be produced annually, in April, and will be reported to Leadership Team and Cabinet.

## **9. Risk Management**

- 9.1 The corporate strategic risk register includes risks relating to the New Build programme. The Housing Service Plan provides an annual update of risks. As the programme has grown it now merits a specific, more detailed risk register for the development pipeline to be completed by April 2020 and to be reviewed twice yearly at Leadership Team.

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# Agenda Item 15



**REPORT TO:** Cabinet

29<sup>th</sup> June 2020

**LEAD CABINET MEMBER:** Cllr Neil Gough

**LEAD OFFICER:** Director of Corporate Services

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## 2019-20 Quarter Four Operational Key Performance Indicator Report

### Executive Summary

1. This report presents Cabinet with the Council's quarter four (Q4) position regarding its operational key performance indicators, for consideration and comment, and onward submission to Cabinet.
2. These performance reporting arrangements allow performance monitoring and management to take place by providing opportunity to examine quality of service provision, identify any areas of concern and decide on the appropriate action.
3. This is not a key decision.

### Recommendations

4. Cabinet is invited to:
  - a) Review the Operational Key Performance Indicator (OKPI) results and comments in this report at **Appendix A**, recommending, where appropriate, any actions required to address issues identified.

### Reasons for Recommendations

5. These recommendations are required to enable senior management and members to understand the organisation's performance. The information included within performance reports contributes to the evidence base for the ongoing review of priorities and enables, where appropriate, redirection of resources to reflect emerging priorities and address areas of concern.

## Details

### Operational Key Performance Indicator (OKPI) report

6. This report presents Operational Key Performance Indicator (OKPI) results that are aligned to high-level, business-as-usual activities that underpin the delivery of the Council's services. The OKPI report is submitted to CMT, Scrutiny and Overview Committee and Cabinet quarterly.
7. The data in **Appendix A** shows actual performance against target and intervention levels and accompanying comments, as provided by performance indicator owners. The Council uses a 'traffic light' system to denote performance, whereby:
  - **Green** signifies performance targets which have been met or surpassed;
  - **Amber** denotes performance below target but above intervention level. It is the responsibility of service managers to monitor such performance closely, putting in place remedial actions at the operational level to raise standards as required.
  - **Red** denotes performance below the intervention level. This represents underperformance of concern, and should prompt interventions at the strategic level, which are likely to involve the reallocation of resources and proposals to redesign how services are provided.

## Options

1. Recommend any action required to address issues identified within this report and its appendices.
2. Request clarification from performance indicator owners on any aspects relating to performance indicators, results and comments contained within this report and its appendices.
3. Commission more detailed performance reports from performance indicator owners that drill-down into specific areas relating to the one or more of the performance indicators, results and comments contained within this report and its appendices.

## Implications

8. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

There are no significant implications beyond those raised by performance indicator owners within the comments section of the Operational Key Performance Indicator report.

## **Consultation responses**

9. All performance indicator results and commentaries are provided by or at the instruction of performance indicator owners.

## **Effect on Council Priority Areas**

10. The OKPI report allows business-as-usual performance to be monitored and managed across the Council's range of activities, including those relating to each of the 2019-24 Business Plan priority areas, as detailed below:
  - Growing local businesses and economies
  - Housing that is truly affordable for everyone to live in
  - Being green to our core
  - A modern and caring Council

## **Background Papers**

SCDC Performance Management Framework

## **Appendices**

Appendix A: Operational Key Performance Indicator Report

## **Report Author:**

Kevin Ledger – Senior Policy and Performance Officer  
Telephone: (01954) 713018

Phil Bird – Corporate Programme Manager  
Telephone – (01954) 713309

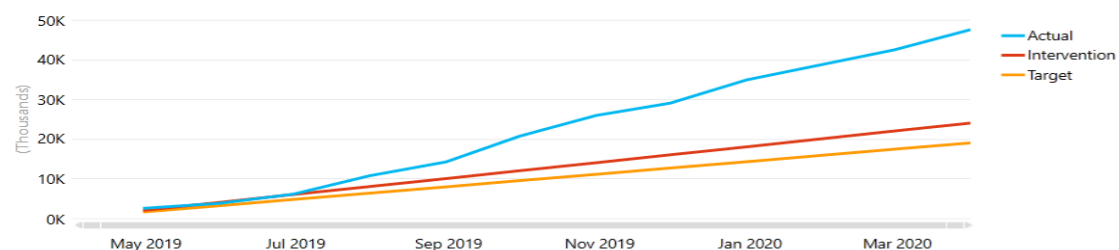
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Key Performance Indicator and Owner, organised by Directorate and Service Area	Actual	Target	Intervention	Comments
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**Housing Advice**

**AH212 £s spent on Bed and Breakfast accommodation (year to date)**

Sue Carter



Jan	39091	15833	20000
Feb	42445	17417	22000
Mar	49345	19000	24000

B&B spend has been at a level requiring intervention for much of the year, however when viewed in the wider context of the Housing Advice and Homelessness budget, this does not result in an overspend. In-depth scrutiny of B&B processes has been undertaken in response to performance results and process changes have been identified to allow a greater number of temporary accommodation referrals to be accepted, avoiding B&B. We are starting to see increased levels of acceptances, resulting in less B&B spend for single households. In addition, work is underway to trial the set up and running of HMOs via Shire Homes Ltd.

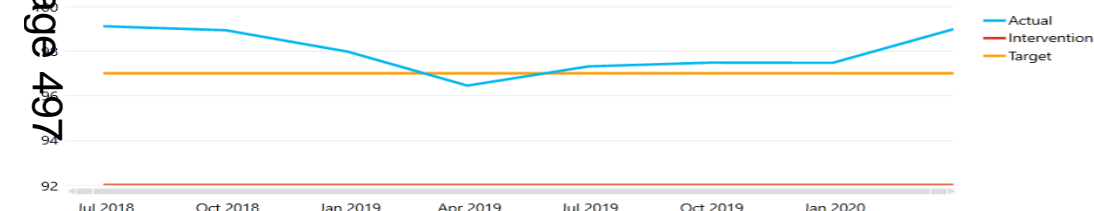
Looking forward, the effects of accommodating larger numbers in response to COVID-19 and government guidance (e.g. rough sleepers) are likely to be seen in figures from April onwards. We are keeping a log of all those who we are accommodating as a result of COVID-19, and have been allocated some grant funding for this.

Further consideration will take place to identify suitable target and intervention levels for 2020-21. These will align more closely with the departmental budget, and also take into account increases in spending that are anticipated to occur as a result of the Council's response to COVID-19.

**Housing and Property Services**

**AH204 % tenants satisfied with responsive repairs**

Geoff Clark

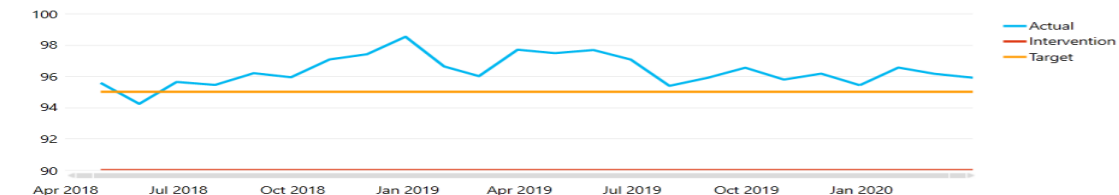


Dec	97.47	97	92
Mar	98.98	97	92

Mears are currently only undertaking emergency repairs due to COVID-19, however surveys will continue to be undertaken to ascertain levels of satisfaction with these. Arrangements are being made to ensure that Mears maintain their supply chains during the period of fewer repairs. Following any relaxation in lockdown measures it is likely that we will experience a high number of requests for repairs that tenants have been unable to report during this period.

**SH327 % of repair job appointments kept**

Geoff Clark

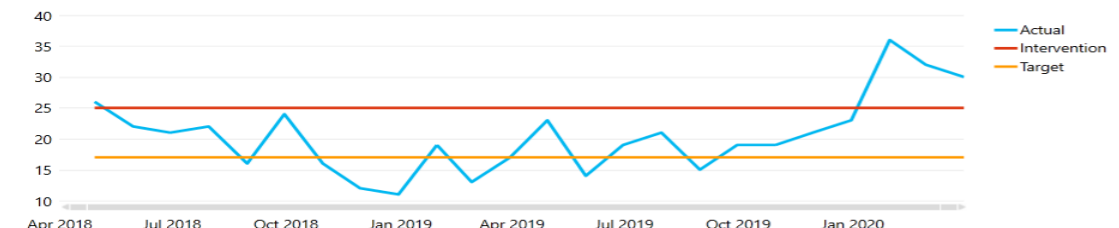


Jan	96.55	95	90
Feb	96.15	95	90
Mar	95.90	95	90

Mears are currently only undertaking emergency repairs due to COVID-19, impacting the availability of results for this KPI (which only relates to non-emergency repairs) in the early months of the 20-21 financial year. It is suggested that this KPI is replaced with a PI that monitors '% of emergency repairs completed in 24 hours'. This is an established PI that has been monitored within department throughout 19-20, and it will provide an indication of how well emergency repairs are being responded to within the lockdown period.

**AH211 Average days to re-let all housing stock**

Geoff Clark



Jan	36	17	25
Feb	32	17	25
Mar	30	17	25

The new financial year will see a significant impact on voids performance due to COVID-19 impacts as detailed below. This will contribute to a loss in revenue.

Tenancies are still being terminated and we are undertaking void works where keys are returned, however there is a hold on letting properties through HomeLink. Some general needs accommodation are being let to homeless families. Where tenancies are terminated as a result of a tenant's death or move into care, we are allowing next of kin to maintain possession of keys if they are unable to clear the property due to closure of recycling centres, lack of operating removal companies, restriction on movements; self-isolation or ill-health. We will continue to review these temporary arrangements and monitor the impact on our performance indicators.

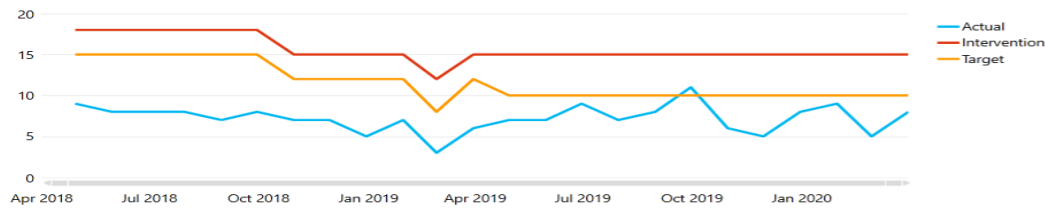
Appendix A - Operational Key Performance Indicator Report - March 2020

Key Performance Indicator and Owner, organised by Directorate and Service Area	Actual	Target	Intervention	Comments
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**Benefits**

**FS112 Average number of days to process new HB/CTS claims**

Dawn Graham

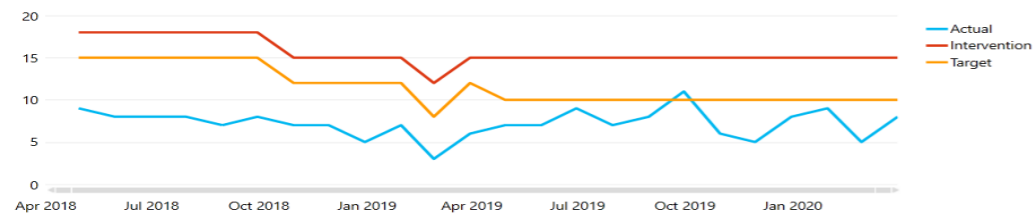


Jan	10	15	20
Feb	10	15	20
Mar	11	15	20

Whilst March's figures remain largely unaffected by COVID-19, we have seen a large increase in the number of applications (375 compared with 142 during the same period last year) and notifications of Universal Credit claims, where we refer claimants to apply for Council Tax Support (832 compared with 147 for the same period last year).

**FS113 Average number of days to process HB/CTS change events**

Dawn Graham



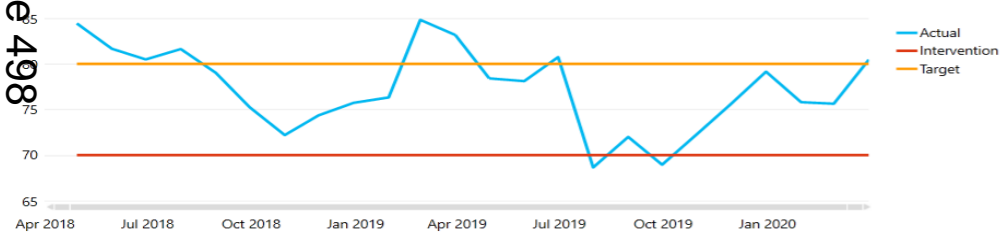
Jan	9	10	15
Feb	5	10	15
Mar	8	10	15

In addition, we have identified that we currently have in excess of 800 online applications that have been started but not yet completed and are in the process of sending reminders to those who have started to complete these.  
All of these factors are likely to be reflected in higher results from April onwards and consideration is taking place as to how best to set target and intervention levels for the 2020-21 financial year that take this increased workload into account.

**Contact Centre**

**CC302 % calls to the Contact Centre resolved first time**

Dawn Graham

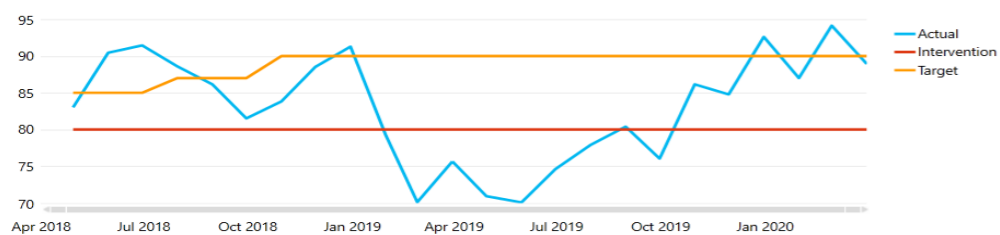


Jan	75.8	80	70
Feb	75.6	80	70
Mar	80.5	80	70

March's results for CC302, CC303 and CC307 continued to reflect the improvement in Contact Centre performance levels that have been seen over the past 9 months or so, albeit with a minor reduction from February for KPIs CC303 and CC307, due to the usual year-end increase in call numbers. In Q4, there were only 3 days in which the daily average call answer time exceeded 5 minutes - these all occurred in January. This number has reduced each quarter during the 2019-20 year, in line with the overall improvement in performance.

**CC303 % of calls to the Contact Centre that are handled (answered)**

Dawn Graham

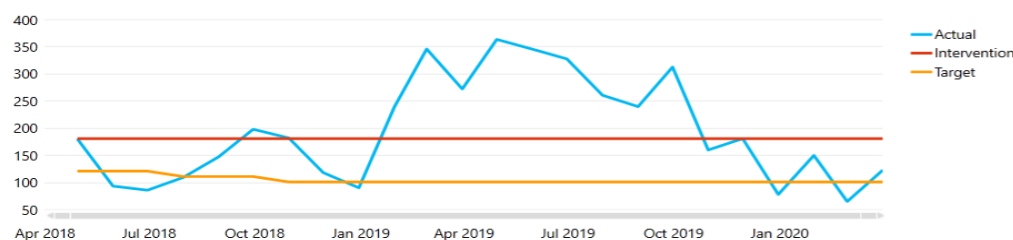


Jan	87.0	90	80
Feb	94.1	90	80
Mar	88.9	90	80

Going into April, the COVID-19 lockdown has reduced the number of residents who have telephoned the council and increased the number of people going online to register on the My South Cambs portal (now up to 12,775 registrations compared with 8,698 at 20/03). Additionally, resources that would normally be used to staff reception have been diverted to call handling. These factors will result in improved results for April.

**CC307 Average call answer time (seconds)**

Dawn Graham



Jan	149	100	180
Feb	64	100	180
Mar	122	100	180

It is expected that the pressures on the Contact Centre will increase again as lockdown is eased, and it is important that online communication channels are maximised to ensure that good performance levels within the Contact Centre are maintained.



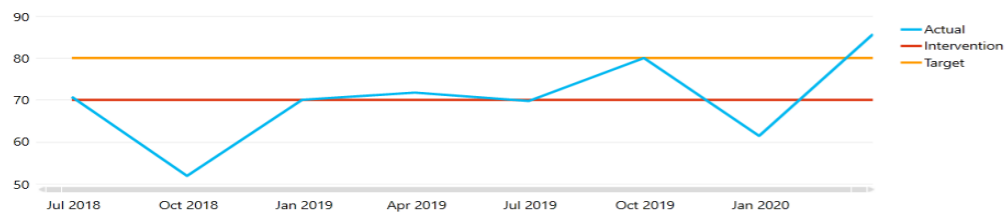
Appendix A - Operational Key Performance Indicator Report - March 2020

Key Performance Indicator and Owner, organised by Directorate and Service Area	Actual	Target	Intervention	Comments
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**Corporate Services**

**CC305 % of formal complaints resolved within timescale (all SCDC)**

EMT



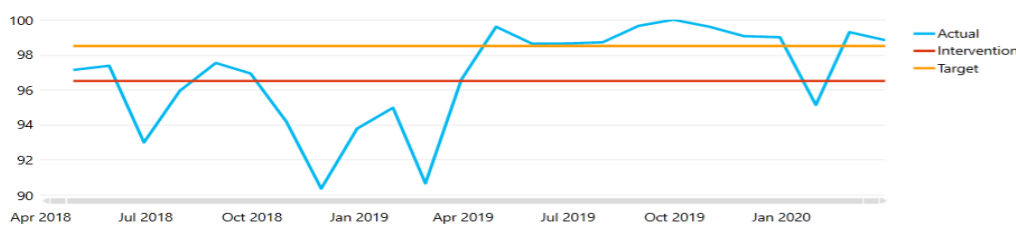
Dec	61.4	80	70
Mar	85.7	80	70

Work is ongoing to review the complaints policy and to develop the complaints module of the South Cambs portal. This will continue to have a positive impact on performance in the 20-21 financial year.

**Finance**

**FS109 % undisputed invoices paid in 30 days**

Peter Maddock

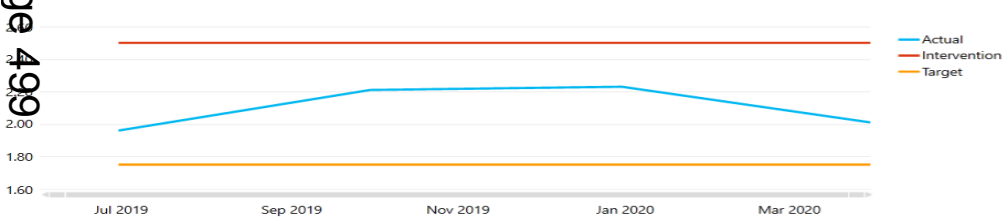


Jan	95.1	98.5	96.5
Feb	99.3	98.5	96.5
Mar	98.8	98.5	96.5

**HR**

**FS125 Staff sickness days per FTE excluding SSWS (non-cumulative)**

Susan Gardner Craig



Dec	2.23	1.75	2.5
Mar	2.01	1.75	2.5

The performance for March has confirmed a steady reduction in sickness days lost over Quarter 4. Self-isolation relating to COVID-19 is not recorded as sickness.

**Revenues**

**FS102 % Housing Rent collected**

Katie Kelly

Line chart not included as scale means that actual is indistinguishable from target

Jan	97.9	97.3	95.4
Feb	98.2	97.9	95.9
Mar	98.4	98.0	96.0

**FS104 % NNDR collected (year to date)**

Katie Kelly

Line chart not included as scale means that actual is indistinguishable from target

Jan	96.1	95.5	93.6
Feb	98.5	98.4	96.4
Mar	99.4	99.0	97.0

**FS105 % Council Tax collected (year to date)**

Katie Kelly

Line chart not included as scale means that actual is indistinguishable from target

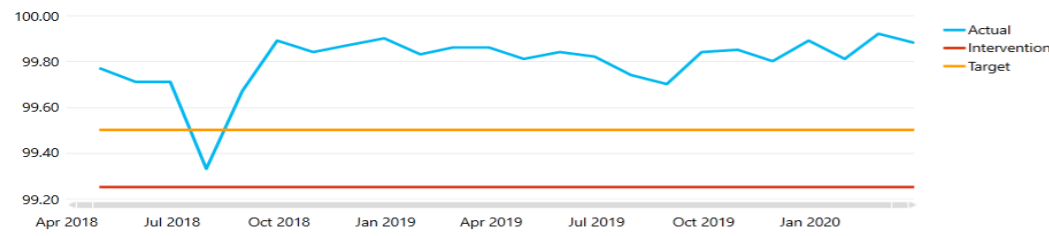
Jan	97.8	97.8	95.8
Feb	98.8	98.6	96.6
Mar	99.3	99.1	97.1

Key Performance Indicator and Owner, organised by Directorate and Service Area	Actual	Target	Intervention	Comments
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**Shared Waste Service**

**ES408 % of bins collected on schedule (SSWS)**

Trevor Nicoll

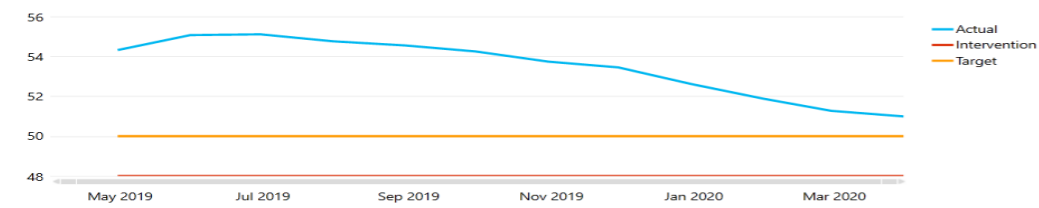


Jan	99.81	99.5	99.25
Feb	99.92	99.5	99.25
Mar	99.88	99.5	99.25

This KPI is only in relation to scheduled bin collections and does not take into account green bin rounds that were cancelled as a result of COVID-19. March's result has therefore been largely unaffected, and we should be able to maintain or further increase performance in the 20-21 financial year.

**ES418 % of household waste sent for reuse, recycling and composting (cumulative)**

Trevor Nicoll

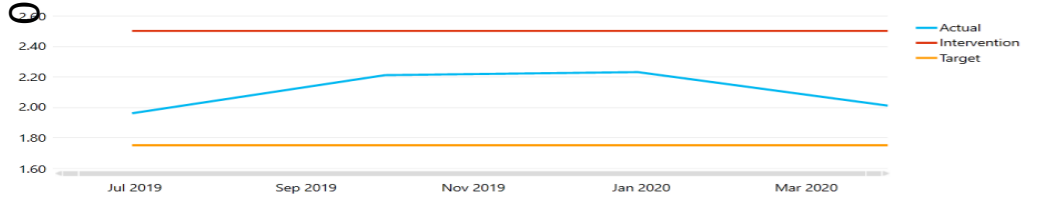


Jan	51.88	50	48
Feb	51.27	50	48
Mar	50.99	50	48

Page 500

**ESF786a Staff sickness days per FTE - SSWS**

Trevor Nicoll



Dec	4.44	3	3.5
Mar	4.10	3	3.5

Although Red, the performance for March has confirmed a steady reduction in sickness days lost over Quarter 4. Self-isolation relating to COVID-19 is not recorded as sickness.

**Environ. Health & Licensing**

**ES406 % major non-compliances resolved (in rolling year)**

Jane Hunt

Dec		90	80
Mar		90	80

Year end figures are currently being collated and are to follow in the next performance report.

**ES401 % business satisfaction with regulation service**

Jane Hunt

Dec	96	90	80
Mar		90	80

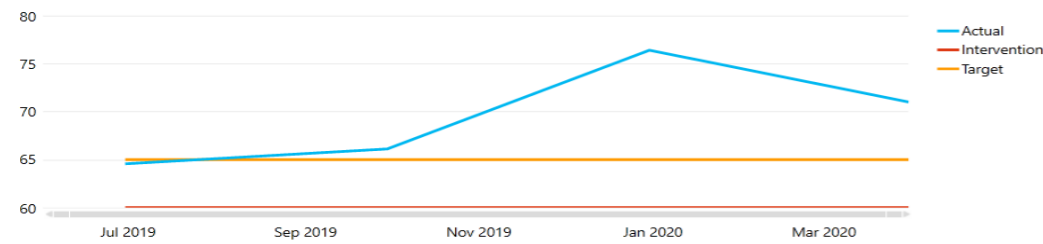
The Q4 Business Satisfactions survey has not been sent due to COVID-19, preventing the inclusion of a Q4 result.

Key Performance Indicator and Owner, organised by Directorate and Service Area	Actual	Target	Intervention	Comments
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**Dev. Management**

**PN510 % of major applications determined within 13 weeks or agreed timeline (designation period cumulative)**

Sharon Brown



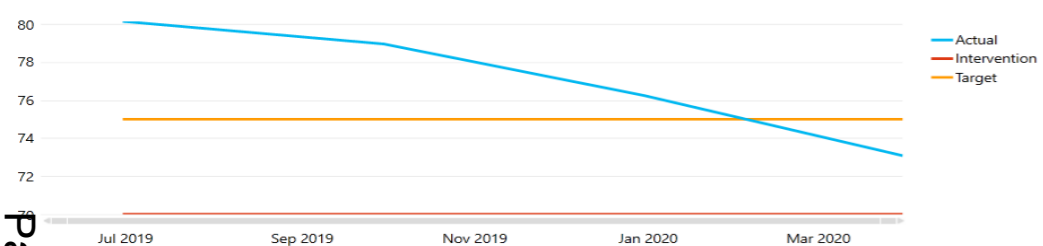
Dec	76.4	65	60
Mar	71.0	65	60

Q4 results are provisional pending publication of MHCLG tables, with Q3 now confirmed. The effects of COVID-19 on Q4 figures are unlikely to be material with a bigger impact expected for Q1 20/21, as detailed below.

There has been a slight reduction in performance due to the combined effects of the Technical Support Officer (TSO) site move in Jan, migration to the new IT system and some subsequent data migration problems and issues with IDOX that had to be resolved, plus the focus on clearing older cases. Through this there has been a build up in the backlog of cases to be validated, although the TSO team now has a permanent manager in place and the team has been reducing the backlog in the last fortnight.

**PN511 % of non-major applications determined within 8 weeks or agreed timeline (desig. period cumulative)**

Sharon Brown

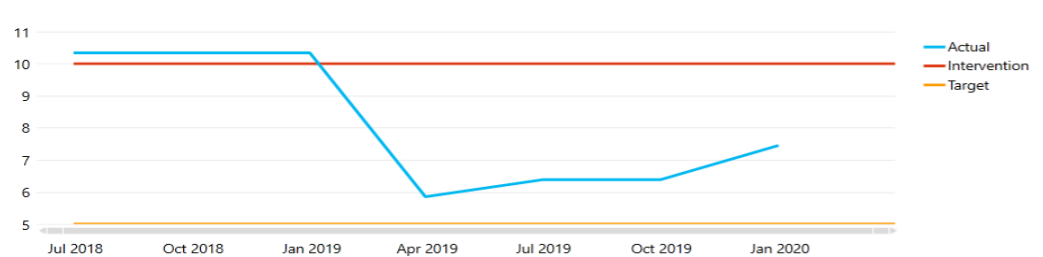


Dec	76.2	75	70
Mar	73.1	75	70

This backlog, combined with the push to clear older cases, will likely put performance levels under pressure through Q1 of 20/21. There is also a backlog of cases awaiting Planning Committee, which has not been able to go ahead due to COVID-19. We will be looking to clear these by holding smaller, more frequent virtual committees through May and subsequent months. Staff attendance remains good currently, but any significant loss of staff to sickness will also have a negative impact on performance. We also need more data to understand impacts on workflows from slowdown (e.g. applications currently c.25% down on normal levels) and the likely shape, timing and focus of economic recovery.

**PN512 % of appeals against major planning permissions refusal allowed (designation period cumulative)**

Sharon Brown



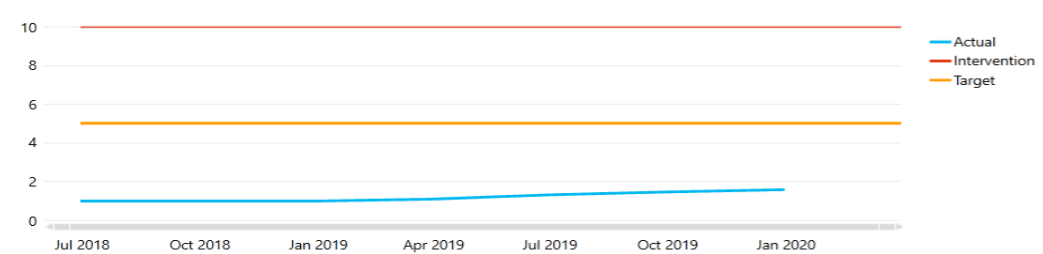
Dec	7.45	5	10
Mar	-	5	10

This is the first time that December's PN512 and PN513 results have been reported. These are provisional pending publication of updated MHCLG datasheets.

March results will be reported once planning appeals figures are released for this quarter by the Planning Inspectorate.

**PN513 % of appeals against non-major planning permission refusal allowed (designation period cumulative)**

Sharon Brown



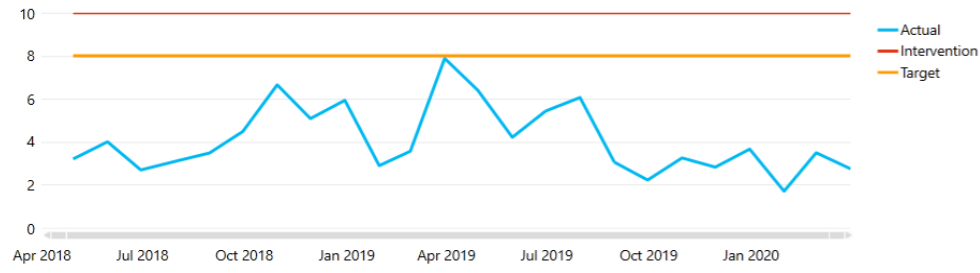
Dec	1.57	5	10
Mar	-	5	10

See above comment.

Key Performance Indicator and Owner, organised by Directorate and Service Area	Actual	Target	Intervention	Comments
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Land Charges

SX025 Average Land Charges search response days



Jan	1.7	8	10
Feb	3.5	8	10
Mar	2.7	8	10

# Agenda Item 16



29 June 2020

**Report to:** Cabinet

**Lead Cabinet Member:** Cllr John Williams

**Lead Officer:** Peter Maddock, Head of Finance and Section 151 officer

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## **Review of Barriers to Council Procurement for Small and Medium-Sized Enterprises Task and Finish Group**

### **Executive Summary**

1. The report provides an update on the implementation of each of the recommendations from the Barriers to Council Procurement for Small and Medium-Sized Enterprises Member Task and Finish Group which were approved by Cabinet on 6 March 2019.

### **Key Decision**

2. No

### **Recommendations**

3. It is recommended that Cabinet:
4. Review the actions that have been undertaken over the past 12 months to reduce the barriers to council procurement for small and medium-sized enterprises (SMEs) prior to the report going to Scrutiny and Overview Committee.

## Reasons for Recommendations

5. When they approved the recommendations from the Barriers to Council Procurement for SMEs Member Task and Finish Group in March 2019, Cabinet requested that progress against the agreed recommendations be reviewed in 12 months.

## Details

6. The Barriers to Council Procurement for SMEs Member Task and Finish Group met during 2018. The purpose of the Group was to consider how the Council could facilitate SMEs and procure work in a cost effective, reasonable and proportional manner from them. They also reviewed the barriers to SMEs securing contracts with the Council. This work formed part of the Scrutiny and Overview Committee's work programme for 2018/19.
7. The Task and Finish Group was chaired by Councillor Grenville Chamberlain. Its other members were Councillor Sarah Cheung Johnson and Councillor Brian Milnes. Sean Missin, Procurement Officer, and Johanna Davies, Economic Development Officer, provided advice and support to the Group.
8. The recommendations of the Task and Finish Group were approved at Cabinet on 6 March 2019. They focused on a series of small, manageable changes to improve the accessibility of council contracts to local SMEs. Cabinet also approved a recommendation to review progress against the agreed recommendations in 12 months. An update on each of the approved recommendations is provided below.
9. To support this report, a breakdown of SME's and local suppliers for the procurements that were undertaken in 2018 and 2019 can be found in Appendix A.
10. The figures show an increase in the proportion of successful tenderers who were SMEs, local to Cambridgeshire or local to the districts adjacent to South Cambridgeshire during the second half of 2019. It also shows that whilst the proportion of all SMEs tendering for council contracts increased over the same period the proportion of local companies tendering fell slightly.
11. Due to changing nature of the type and scale of procurements over a short period of time, despite the positive direction of the indicators for successful companies, it is difficult to reach a definitive conclusion from the data analysed on the impact of the work that has been done by officers. A longer timeframe is required. A new system for collecting and analysing this data over the longer term will be put in place during 2020.

## **Update on recommendations**

### **Recommendation 1: Review and simplify the tendering documentation for council contracts below the EU Procurement Thresholds.**

12. The Council's Invitation to Quote and Invitation to Tender documents have been reviewed and simplified. This includes the application forms, bidding instructions and terms and conditions. The new documentation has been in use since April 2019 and positive feedback has been received both from users and from procurement experts external to the Council. Before and after ITT documents can be found in Appendices B and C.
13. As a result of concerns around the insurance and indemnity levels required for Council contracts, in response to the 2019 report, EMT requested that the provisions included in these contracts be reviewed as part of the review and simplification process.
14. In consultation with Legal Services, from April 2019 a more flexible system was put in place which allows the insurance and indemnity levels required by any contract to be altered by the client in consultation with the procurement officer based on an assessment of commercial risks and the nature and size of the contracts.
15. Officers are asked to note that from the 1 February 2020 although the UK has left the EU, EU procurement law shall continue to apply during the transition period. However, from the 1 February 2021, instead of advertisements being placed in the Official Journal of the European Union (OJEU) they will be placed on a UK replacement portal.

### **Recommendation 2: Develop, promote and run a minimum of two procurement workshops for local SMEs during 2019.**

16. Procurement workshops were held in May 2019 and June 2019. In total, 17 business representatives attended the training sessions. Feedback has been positive, with attendees finding the presentation from the Council's Procurement Officer and the opportunity for discussion very useful. The two-way discussion that was generated during the workshops; the opportunity to hear the 'business' point of view, has also been useful and will help guide future work in this area.
17. It is intended to run additional workshops during 2020/21. A number of methods were used to promote the 2019 workshops including business newsletters; a business rates flyer; social media; partners websites and newsletters and requests for amplification from members. However, further, more intensive work, will be required to promote the scheme and generate additional attendees. Discussions are taking place regarding whether joint sessions with other public authorities could also be run for local SMEs.

18. Since undertaking these actions, the Council has created a Business Development Team and the ongoing workshops will be carried out in liaison with this new team.

**Recommendation 3: Investigate how SCDC could increase awareness of contract opportunities locally whilst complying with the UK Regulations**

19. Work to identify potential methods to increase awareness of contract opportunities locally is ongoing. Consultation has taken place with businesses and with procurement experts across the UK including Preston and South Tyneside councils. Indications suggest that simple supplier sourcing and engagement techniques are a key method of increasing take up from local companies. SCDC's first steps towards this has been the use of the Open for Business register and newsletter.

20. Feedback from businesses has indicated that increasing awareness is not the only issue that will need to be addressed to encourage local businesses to tender for council contracts. At present all contracts over £25,000 are advertised on the national 'Contracts Finder' portal. Smaller businesses, who do not have the experience and resources of larger, national companies can be disadvantaged by this and can be discouraged from submitted quotes/tenders. Discussions have taken place with other authorities as to how they have addressed this issue, for example, Preston only advertise contracts over £75,000 on Contracts Finder. However, at this time the research to establish the appropriate levels is ongoing and a report will be taken through the appropriate committees when the data analysis is completed.

**Recommendation 4: Review and update the council's procurement web pages to ensure that they are 'SME friendly'.**

21. SCDC's procurement web pages have been updated to provide greater clarity on how businesses can apply for council contracts, where they can access information on the opportunities that are currently available and the documents that will help guide them through the process. Additional information has also been included to signpost businesses to opportunities available from other public sector organisations in the local area.

**Recommendation 5: Work with the Sustainable Communities and Wellbeing team to develop a series of potential 'social value' examples.**

22. A series of 'social value' examples have been established (see Appendix D) and these, and an explanation of the what the Council is looking for in relation to 'social value', forms a key part the procurement workshop presentation and discussion.

23. Following SCDC's declaration of a climate emergency, these examples will be supplemented with decarbonisation examples. Key criteria around decarbonisation have also been included in ITQ and ITT documents. For



example, ensuring that the business is monitoring their CO2 emissions, has plans to reduce and is prepared to provide clear commitments to reduce their emissions within their operation and for the service they are undertaking during the contract term.

**Recommendation 6: Review the late payment of invoices with the South Cambridgeshire District Council’s accountancy team.**

24. The Council’s performance target for payment of invoices within 30 days is 98.5, the statistics for 2019 are as follows:

Month	Percentage paid in 30 days (%)
Jan-19	94.74
Feb-19	94.96
Mar-19	99.73
Apr-19	99.60
May-19	98.63
Jun-19	98.64
Jul-19	98.71
Aug-19	99.65
Sep-19	100.00
Oct-19	99.60
Nov-19	99.06
Dec-19	99.00

Source: Late payment statistics - Finance 2019

**Recommendation 7: Hold a Member Briefing on the changes that are being made to the council’s procurement process.**

25. A procurement briefing for members was delivered on the 9 May 2019. The members who were present at the briefing were keen to encourage companies in their area to bid for SCDC contracts.

**Implications**

26. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

## **Financial**

27. No need additional budget for continuing the work to reduce the barriers to SMEs have been identified at this stage.

## **Legal**

28. Legal have been consulted.

## **Staffing**

29. There are no significant additional staffing implications for carrying the work forward.

## **Risks/Opportunities**

30. Compliance with UK Regulations will be carefully considered when implementing all of the recommendations.

## **Climate Change**

31. The inclusion of decarbonisation examples in the 'social value' examples to applicants as well as key criteria around decarbonisation in ITQ and ITT documents will help support the Council's response to climate change.

## **Consultation responses**

32. None.

## **Alignment with Council Priority Areas**

### **Growing local businesses and economies**

33. The improvements in the procurement process will help to reduce market failure from imbalances in information and experience and therefore support the focus of the Council's priority to "make it easy to do business in South Cambridgeshire."

## **Being green to our core**

34. The inclusion of decarbonisation examples in the 'social value' examples to applicants as well as key criteria around decarbonisation in ITQ and ITT documents will help support the Council's response to climate change.

## **A modern and caring Council**

35. Encouraging local SMEs to tender for Council contracts supports the focus on reducing costs and improving customer service as with their lower cost base, SMEs can provide better value for money.

## **Background Papers**

6 March 2019 South Cambridgeshire District Council Cabinet Paper: Barriers to Council Procurement for SMEs Task and Finish Group findings

## **Appendices**

Appendix A: South Cambridgeshire Procurement Statistics

Appendix B: Original ITT

Appendix C: Revised ITT

Appendix D: Social Value examples

## **Report Author:**

Johanna Davies – Economic Development Officer

Telephone: (01954) 713465

Sean Missin – Procurement Officer

Telephone: (01954) 713378

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## Appendices A to D for Review of Barriers to Council Procurement for Small and Medium-Sized Enterprises Task and Finish Group

### Appendix A: South Cambridgeshire Procurement statistics

**Successful tenderers: excluding printing framework and additional mini competitions**

	2018	2019	2019	
			1 <sup>st</sup> half	2 <sup>nd</sup> half
Total Suppliers awarded contracts	27	38	12	26
Proportion SMEs	55.56%	60.53%	50.00%	65.38%
Proportion Cambridgeshire	18.52%	36.84%	33.33%	38.46%
Proportion (inc. bordering authorities*)	25.93%	42.11%	41.67%	42.31%
All local (Cambridgeshire or bordering authorities)	25.93%	42.11%	41.67%	42.31%

**All tenderers: excluding printing framework and additional mini competitions**

	2018	2019	2019	
			1 <sup>st</sup> half	2 <sup>nd</sup> half
Total number of tenderers	156	252	60	192
Proportion SMEs	63.46%	57.94%	50.00%	60.42%
Proportion Cambridgeshire	26.28%	29.76%	31.67%	29.17%
Proportion (inc. bordering authorities* )	33.97%	32.14%	38.33%	30.21%
All local (Cambridgeshire or bordering authorities)	35.26%	34.52%	38.33%	33.33%

	2018	2019
Average bidders per procurement exercise	5.8	6.6

## Definitions

### SME

Accounts submitted to Companies House recorded as either micro, abridged or total exemption full accounts.

### Local - Cambridgeshire

South Cambridgeshire, Cambridge, Huntingdonshire, Peterborough, Fenland, East Cambridgeshire

### Local – bordering authorities

South Cambridgeshire, Cambridge, Huntingdonshire, Fenland, East Cambridgeshire, West Suffolk, Central Bedfordshire, North Hertfordshire, East Hertfordshire, Uttlesford, Braintree

## Appendix B: Original ITT



# Invitation to Tender

(TITLE)

ISSUE DATE – (00/00/00)

Closing date for submission of Tenders to  
South Cambridgeshire District Council,  
(00/00/00) no later than (13:00 Hours)

TENDER DOCUMENT KEY INFORMATION

Information	Global Setting
Tender Title:	(TITLE)
Tender despatch date:	(00/00/00)
Tender return date & time:	(00/00/00) no later than (13:00 Hours)
Tender return address:	Sent electronically via the tendering portal.
Contact Officer	(Person)
Contact Officer Telephone:	(01954 71)
Contact Officer E-mail:	(@scamb.gov.uk)
Number of Copes and Electronic Copy	(1 copy by post or hand delivered accompanied by an electronic copy on cd rom or memory stick)

CONTENTS

Part A – The District Councils’ Requirements

- Section 1 Information/Specification for Bidders
- Section 2 Instructions to Bidders
- Section 3 Standard Contract without Living Wage

Part B – Bidder’s Response – Tender Document

- Section 4 Form of Tender
- Section 5 Questionnaire - Response to Contract Documents
- Section 6 Envelope Cover (for returning the Tender documents)

<p><b>Electronic Tendering Portal</b></p> <p>The Councils are utilising an electronic tendering tool to manage this procurement and communicate with Potential Providers.</p> <p>There will be no hard copy documents issued to Potential Providers and all communications with the Authorities including, submission of Potential Providers’ responses, will be conducted via the Authorities’ ‘LGSS eSourcing Portal’ (Due North).</p> <p>Potential Providers who require technical support when using the LGSS eSourcing Portal (Due North) should contact the Due North support desk:</p> <p>Email: <a href="mailto:ProContractSuppliers@proactis.com">ProContractSuppliers@proactis.com</a>; Telephone: 0330 005 0352; This facility is available Monday to Friday, 09:00 to 17:30. Please note: - questions must be sent to our contact via the electronic procurement portal.</p>
<p><b>Contact Officer</b></p> <p><b>The Contact Officer for this procurement is: (Person)</b></p> <p><b>Telephone: (01954 713378), e-mail: (@scamb.gov.uk)</b></p>





## PART A

### THE DISTRICT COUNCILS' REQUIREMENTS

The following 3 sections set out general information about South Cambridgeshire District Councils' (the Councils) requirements, the instructions to be followed by Bidders, the Tender specification and the contract documents.

Bidders are asked to make their response to the Council's requirements by completing and returning the Tender Document in Part B of this Invitation to Tender.

## 1. Information/Specification for Bidders

### 1.1. South Cambridgeshire District Council

- South Cambridgeshire District Council (SCDC) provides local government services to the large rural district of South Cambridgeshire, which covers approximately 90,000 hectares, has 102 villages and forms the southernmost part of the county of Cambridgeshire. It is bordered by East Cambridgeshire District Council, Huntingdonshire District Council, North Hertfordshire District Council, Uttlesford District Council and totally surrounds the City of Cambridge. It is well served by a network of main roads that includes the M11, A10, A11, A14, A428, A505 and A603.

### 1.2. More information on South Cambridgeshire District Council can be found at [www.scambs.gov.uk](http://www.scambs.gov.uk)

### 1.3. Description of services

- Regular contact with SCDC's contract manager will be required throughout the contract, which may take the form of telephone, face to face or email. SCDC will need named contacts with the successful organisation and an escalation route.
- SCDC will provide payment to the successful company 30 days from the date of successful delivery. SCDC's preferred method of payment is by Bank Automated Clearing System (BACS).
- The contract is for X year term with the option to extend each and every year for a further X years.

### 1.4. The Bidders response

- The Bidders response will contain information about how the company intend to provide these services. In particular they will describe:
  - Price
  - A method statement of how your firm will deliver the services contained within this tender.
  - The team that will provide the services, their qualifications and a brief summary of their experience;
  - Details of the project management arrangements for this contract (including a specific relevant project plan)
  - How your firm will ensure quality control and delivery on time;
  - contingency plans for equipment breakdowns or unforeseen delays;
- The successful company will have a good track record in providing these services and are able to demonstrate their experience by providing three directly relevant referees. Please note reference checks will be on the basis of pass/fail.

### 1.5. Indicative Timetable Firm dates are shown in bold, others are indicative:

<b>Procurement Timetable Tender Stage/Key Stage</b>	<b>Date</b>
Formal Tender Documents prepared and issued	(00/00/00)
Final Date for Tender return	(00/00/00) no later than (13:00 Hours)
Evaluation	w/c xx/xx/2019
Clarification interviews	w/c xx/xx/2019
Award confirmation	w/c xx/xx/2019

## 2. **Instructions to Bidders**

- 2.1. Compliance with Instructions
- 2.2. Tenders submitted shall be in accordance with and subject to the terms of these instructions and other documents comprising the Invitation to Tender (ITT).
- 2.3. Tenders not complying (or which cannot properly be rendered compliant) with any mandatory requirement will be rejected. A mandatory requirement is indicated by the word “shall” or “must”.
- 2.4. Any queries about the Tender documents or Form of Tender that may affect the preparation of the Tender shall be raised without delay (preferably in writing) with the Contact Officer. If SCDC considers a query may have a material effect on the Tender process, all Bidders will be notified at the same time in writing and without delay.
- 2.5. SCDC is seeking offers by issuing this Invitation to Tender following advertisement.
- 2.6. This Invitation to Tender does not itself constitute an offer, SCDC do not undertake to accept any Tender. SCDC reserves the right to accept any part of any tender.
- 2.7. SCDC will not reimburse any Tender costs and/or expenses.
- 2.8. Confidential Nature of Tender Documentation and Tenders / Tenders and Freedom of Information and Data Protection
- 2.9. Bidders shall not discuss the Tender they intend to make other than with professional advisers or joint Bidders who need to be consulted. Tenders shall not be canvassed for acceptance or discussed with the media or any other Bidder or any Member or officer of SCDC or any individual representing SCDC.
- 2.10. Bidders shall not canvass support or preferred use of their company with the media or any other Bidder or any Member or officer of SCDC or any individual representing SCDC.
- 2.11. If a Bidder does not comply with paragraphs 2.9 or 2.10, SCDC will reject the Tender and may decide not to invite the Bidder to Tender for any future work.
- 2.12. The Bidder acknowledges that SCDC is subject to the requirements of the Freedom of Information Act 2000 and/or the Environmental Information Regulations 2004 and any subordinate legislation made under them from time to time together with any guidance and/or codes of practice and/or decisions issued by the Information Commissioner or any

other competent body (the “Information Legislation”). The Bidder shall assist and cooperate with SCDC (at the Bidder’s expense) to enable SCDC to comply with the information disclosure requirements should the Bidder be required to do so. SCDC shall be responsible for determining at its absolute discretion whether any information is exempt from disclosure under the provisions of the Information Legislation.

- 2.13. Where applicable, the Bidder shall (and shall procure that any person (e.g. a sub-contractor or Training Provider or professional adviser) involved in this Tender) be registered under the Data Protection Act 2018 (“DPA”) and observe all their obligations under the DPA which arise in connection with this Tender.

Where the Bidder is processing personal data (as defined by the DPA) as a data processor for or in relation to SCDC the Bidder shall ensure that it has in place appropriate technical and organisational measures to ensure the security of the personal data (and to guard against unauthorised or unlawful processing of the personal data and against accidental loss or destruction of, or damage to, the personal data), as required under the Data Protection Act 2018, the General Data Protection Regulation (EU 2016/679) and the Law Enforcement Directive (EU 2016/680). From time to time SCDC may require the Bidder to provide SCDC with such information as SCDC may reasonably require in order to satisfy itself that the Contractor is complying with its obligations under the Data Protection Act 2018, the General Data Protection Regulation (EU 2016/679) and the Law Enforcement Directive (EU 2016/680) and the Bidder shall promptly notify SCDC in writing of any breach of the measures required to be put in place by this Invitation to Tender.

- 2.14. Preparation of Tender
- 2.15. If SCDC considers that a cover price (i.e. a Tender that is not intended to be considered seriously) has been submitted, SCDC may reject the Tender and may decide not to invite the Bidder to Tender for future work. Please note that local authorities are encouraged to report any evidence of price fixing arrangements.
- 2.16. Where SCDC regards an amendment to the original Tender documents as significant, an extension of the closing date may, at the discretion of SCDC, be given to all Bidders.
- 2.17. Tenders must not be qualified, conditional or accompanied by statement that might be construed as rendering the Tender equivocal. Only unqualified, unconditional Tenders will be considered. SCDC’s decision as to whether or not a Tender is in an acceptable form will be final.
- 2.18. No alteration or addition shall be made to the Form of Tender, pricing schedules or any part of the Invitation to Tender except where expressly allowed or as provided in the paragraph below.
- 2.19. Bidders must obtain for themselves all information necessary for the preparation of their Tender and satisfy themselves that the quality and standards specified by them-selves or SCDC are appropriate. Information supplied to Bidders by SCDC or contained in SCDC publications is supplied only for general guidance in the preparation of the Tender. Bidders must satisfy themselves as to the accuracy of any such information and no responsibility is accepted (or warranty given) by SCDC for any loss or damages of whatever kind and howsoever caused arising from the use by Bidders of such information.
- 2.20. It is the responsibility of the Bidder to make sure that they have understood the contract documents and that they complete them correctly. The bidder must seek clarification if they

do not understand. The Council bears no responsibility for contract documents that are returned and completed incorrectly.

- 2.21. Tenders and supporting documents shall be in English and any contract subsequently entered into and its formation, interpretation and performance shall be subject to and in accordance with the law of England and subject to the exclusive jurisdiction of the English Courts.
- 2.22. The Council's General Conditions of Contract for Professional Services are included in Section 3 and form part of this ITT.
- 2.23. SCDC shall be entitled to assign novate or otherwise dispose of its rights and obligations under this proposed contract or any part thereof to any contracting authority, private sector body or any other body established under statute provided that any such assignment, novation or other disposal shall not increase the burden of the contractor's obligations under this proposed contract.
- 2.24. SCDC shall be entitled to disclose to any transferee any confidential information of the contractor which relates to the performance of the proposed contract by the contractor. In such circumstances SCDC shall authorise the transferee to use such confidential information only for purposes relating to the performance of the proposed contract and for no other purposes and shall take all reasonable steps to ensure that the transferee accepts an obligation of confidence.
- 2.25. Any queries about any terms should be raised and agreed with the Contact Officer prior to Tender submission. Proposing amendments to the contract in the Tender may lead to rejection of the Tender. Bidders may state any amendments to the terms, contained in section 3, which they consider necessary to clarify the basis of their Tender in their response to the contract documents.
- 2.26. Submission of Tender
- 2.27. SCDC would like 1 electronic copy returned via the electronic tendering portal.  
Requirements for submission of information:
  - All submissions shall be made on the Form of Tender (Section 4) and be accompanied by the Response to the Questionnaire (Section 5). Only information relating to the Tender should be submitted unless otherwise requested. Every item shall be priced in sterling and the submission totalled.
  - All prices submitted must be in sterling (GBP). Any prices submitted or Tenders made shall be made on the basis that VAT is excluded (i.e. but assuming unless otherwise advised by the Bidder that VAT will be charged on all Tender figures).
  - Only one Tender must be submitted from your organisation for this work. The Tender should be clearly written in the Form of Tender.
  - In order to evaluate the Tender, all Part B documents will need to be completed and delivered via the electronic tendering portal by the end date and time. Late Tenders (or tenders sent by methods other than those described within this tender document) shall be automatically rejected.
- 2.28. If there appears to be an error in a submission or supporting information the Bidder will be invited to confirm or withdraw its Tender. Where the an arithmetic error relates to the Tender total as calculated from Tendered rates and variable quantities, the Tender will be

regarded as the Tender total of the rates x quantities and the Tender Total adjusted accordingly. The Bidder will be invited to confirm or withdraw the Tender and resulting adjusted Total.

- 2.29. The form of Tender shall be submitted by the organisation, which it is proposed will enter into a formal contract with SCDC if awarded the contract. It shall be signed by persons authorised to submit Tenders and make contracts for the Bidder, which is normally:
- Where the Bidder is a partnership, by one (1) duly authorised partners;
  - Where the Bidder is a company, by one (1) directors or by a director and the secretary of the company, such persons being duly authorised for that purpose;
  - Where the Bidder is a limited liability partnership, one (1) duly authorised members.
- 2.30. All Tender documentation issued to enable the Bidder to submit a Tender shall be returned with that Tender.
- 2.31. Evaluation of Tender
- 2.32. References will be assessed on a pass or fail basis. The referees put forward by the bidder will be approached for references. The references will also be assessed for relevance. Where either the responses from referees or relevance give rise to concerns about the bidder's ability to undertake the contract, then at the discretion of the Council, the bid may be considered a fail.
- 2.33. The Tender Award will be based on the highest scoring Tender; price will be assessed at 40% and Quality 60%.

#### PRICE

- 2.34. Price will be assessed as follows:  
The lowest cost will be awarded the maximum 40% of the total evaluation marks. All other Bidders scores will be evaluated by dividing the lowest cost by the Bidders comparison cost and multiplying that proportion by 40% to provide each Bidder with their percentage of the total evaluation marks available. The following is a worked example:

Tender A lowest cost (£1): Score 40

Tender B comparison cost (£2): Score 20

(The lowest cost divided by the comparison cost multiplied by 40 equals their percentage of the total evaluation marks available.

$1/2 \times 40 = 20$ )

#### QUALITY

- 2.35. Quality therefore accounts for 60% of the score with the breakdown as per the Award Criteria Table below and with the evaluation of answers as per the table below. The evaluation scheme is described below.

**Table B: Award Criteria Table:**

<b>Evaluation Criteria</b>	<b>Percentage Total Marks</b>	<b>Section</b>	<b>Evaluation Methodology</b>
<b>Price</b>	<b>40%</b>	4	Form of Tender Response.
<b>Quality</b>	<b>60%</b>	<b>This section contains sub-criteria please see below</b>	
A method statement of how your firm will deliver the services contained within this tender.	25%	5.1	Method Statement 1 Responses
The team that will provide the services, their qualifications and a brief summary of their experience.	15%	5.2	Method Statement 2 Responses
Details of the project management arrangements for this contract (including a specific relevant project plan).	10%	5.3	Method Statement 3 Responses
How your firm will ensure quality control and delivery on time and contingencies to deal with delays.	10%	5.4	Method Statement 4 Responses
<b>Total</b>	<b>100%</b>		

### **Evaluation**

- 2.36. Evaluation of the Tenders received will be carried out jointly by a panel of officers from the Councils.
- 2.37. Bidders' responses to the method statements will be scored out of a possible maximum of (5) marks. The following table explains how the Council will evaluate and score answers:

**Table C: Evaluation of answers**

<b>Evaluation of answer</b>	<b>Marks</b>
Proposal meets the required standard in all material respects	5
Proposal meets the required standard in most material respects, but is lacking or inconsistent in others	4
Proposal fall short of achieving expected standard in a number of identifiable respects	3
Proposal significantly fails to meet the standards required, contains significant shortcomings and/or is inconsistent with other proposals	2
Completely fails to meet required standard or does not provide a proposal	1
Nil response (no answer provided)	0

- 2.38. Where there appears to be an error in the submission (or supporting information) or where a calculation error becomes apparent then the Bidder will be notified and asked to confirm or withdraw the Tender.
- 2.39. Following the assessment of Tenders the top scoring companies may be invited to present a panel interview. The interviews will be questions about the Bidder's Tender and this and the sample session may result in their score being adjusted up or down. It is unlikely that the number of companies invited to clarification interview shall exceed the top 2.

**2.40. Award Process**

- 2.41. SCDC expect to decide award of contract within 4 days of the closing date for submission of Tenders. Tenders shall remain open for acceptance for a minimum period of 60 days from the closing date for submission of Tenders.
- 2.42. SCDC may, if necessary, extend the 4 day period for completing the award process.
- 2.43. Bidders will be notified simultaneously and as soon as possible of any decision made by SCDC during the Tender process, including award. When SCDC has evaluated the Tenders, it will notify all Bidders about the intended award but such award may be subject to member approval where necessary.
- 2.44. SCDC will not undertake a standstill period or formal debrief as this is under the OJEU threshold and is not subject to this obligation. Feedback on request will be provided on that may help the Bidder to understand how they may have improved their Tender. Request for a full debrief or forensic examination of the results will be turned down.
- 2.45. Acceptance of the Tender by SCDC shall be in writing and shall be communicated to the Bidder. Upon such acceptance the Contract shall be constituted and become binding on both parties and, notwithstanding that, the Contractor shall upon request of SCDC execute a formal contract in the form contained in the Contract Documents.
- 2.46. Bidders must not undertake work without written notification that they have been awarded the contract and are required to start work. This is usually after the Contract Documents have been executed.
- 2.47. SCDC reserves the right in exceptional circumstances and after the opening of Tenders to enter into discussion with any Bidder.
- 2.48. SCDC also reserves the right to enter into post-Tender clarifications.
- 2.49. If either Council makes an award or chooses not to award a contract it will not affect the ability for the remaining party to exercise their right to award or not to award a contract (they will not be constrained by the action of the other).

**Warranties**

- 2.50. In submitting its Tender, the Bidder warrants, represents and undertakes to SCDC that:
- All information, representations and other matters of fact communicated (whether in writing or otherwise) to SCDC by the Bidder, its staff or agents in connection with or arising out of the Tender are true, complete and accurate in all respects, both as at the date communicated and as at the date of Tender submission;
  - It has made its own investigations and research and has satisfied itself in respect of all matters (whether actual or contingent) relating to the Tender and that it has not submitted



the Tender and will not be entering into the contract (if the same be awarded to the Bidder by SCDC) in reliance upon any information, representation or assumption which may have been made by or on behalf of SCDC;

- It has full power and authority to enter into the contract and perform the obligations specified in the Contract Documents and will, if required, produce evidence of such to SCDC;
- It is of sound financial standing and has and will have sufficient working capital, skilled staff, equipment and other resources available to it to perform the obligations specified in the Contract Documents; and
- It will not at any time during the duration of the contract or at any time thereafter claim or seek to enforce for the purposes of this contract, any lien, charge, or other encumbrance over property of what nature owned or controlled by SCDC and which is for the time being in the possession of the Bidder.
- It shall provide, and include in the Tender for, all resources necessary for the completion of the Contract.



**South  
Cambridgeshire  
District Council**



# Invitation to Tender

**TITLE**

## Section 1

### TITLE

Publication date:	(00/00/00)
Return date & time:	(00/00/00) no later than (13:00 Hours)
ITT return address:	Via the electronic tendering portal
Contact Officer	<b>(Person)</b>
Contact Officer Telephone:	(01954 71)
Contact Officer E-mail:	(@scambs.gov.uk)
Submission requirements:	(1 electronic copy by the tendering portal by end date and time)
Evaluation date:	(00/00/00)
Clarification interviews date:	(00/00/00)
Award confirmation date:	(00/00/00)

### Background information

1. South Cambridgeshire District Council (SCDC) provides local government services to the large rural district of South Cambridgeshire, which covers approximately 90,000 hectares, has 102 villages and forms the southernmost part of the county of Cambridgeshire. It is bordered by East Cambridgeshire District Council, Huntingdonshire District Council, North Hertfordshire District Council, Uttlesford District Council and totally surrounds the City of Cambridge. It is well served by a network of main roads that includes the M11, A10, A11, A14, A428, A505 and A603.
2. SCDC has pledged within its business plan to create a cleaner, greener and net zero-carbon future for our communities by 2024.
3. Procurement plays a significant part in the reduction of carbon due to the range of supplies, services and works procured by SCDC each year. SCDC's procurement is focussed towards selecting suppliers that are pursuing carbon

reduction to achieve net zero emissions, whilst also actively decarbonising the provision of service services throughout the supply chain.

4. More information on South Cambridgeshire District Council can be found at [www.scambs.gov.uk](http://www.scambs.gov.uk)

## Description of services

5. The description of the services that are the subject of this Invitation to Tender can be found in Section 2.

## Further contract Information

6. This document is to be read in conjunction with the [ITT Bidding Instructions](#) and [Terms and Conditions](#).
7. This contract is for X year term with the option to extend each and every year for a further X years.
8. Regular contact with SCDC's contract manager will be required throughout the contract. This may take the form of telephone, face to face or email contact.
9. We will request named contacts from the successful bidder. This will include details of senior managers, providing an escalation route should there be any concerns during the contract period.
10. SCDC will provide payment to the successful company 30 days following successful delivery and from the date of the receipt of an undisputed invoice. Please note sub-contractors working for your firm must be paid within 30 days. SCDC's preferred method of payment is by Bank Automated Clearing System (BACS). Our payments guide can be found at:  
<https://www.scambs.gov.uk/business/procurement/contracts-payment-guide/>

## Information to include in your response

11. The information that you provide should respond to our Questionnaire in Section 3B. It should let us know how your company intends to provide the services described in the 'Description of Services' section. In particular it should include:
  - Costs

- How your firm will deliver the services contained within this tender and where from;
  - The team that will provide the services and a summary of their experience (including CV's);
  - Details of the project management arrangements for this contract (including a specific relevant project plan);
  - How your firm will ensure quality control and delivery on time and contingencies to deal with delays;
  - Social Value
    - 1) In order to address climate change and meet our objectives of carbon reduction:
      - a. Identify the carbon that your company creates.
      - b. Detail steps your company is taking towards achieving net zero carbon and decarbonisation of your supply chain.
      - c. In relation to this contract please also state what actions you will take to minimise carbon whilst carrying out this actual assignment.
    - 2) To support the local economy and communities, please detail the social value will your company provide whilst performing this contract that is of direct benefit to SCDC and its communities.
12. The successful company will have a good track record in providing these services and will be able to demonstrate their experience by providing three directly relevant referees (see Section 3C).

## **Electronic Tendering Portal**

13. The Council are utilising an electronic tendering tool to manage this procurement and communicate with Potential Providers. There will be no hard copy documents issued to Potential Providers and all communications with the Authorities including, submission of Potential Providers' responses, will be conducted via the Authorities' 'LGSS eSourcing Portal' (Due North).
14. Potential Providers who require technical support when using the LGSS eSourcing Portal (Due North) should contact the Due North support desk:~  
 Email: ProContractSuppliers@proactis.com  
 Telephone: 0330 005 0352  
 This facility is available Monday to Friday, 09:00 to 17:30

## Section 2: Description of Services

### Award Criteria

The table below describes how the returned submissions will be scored and evaluated.

Table A: Award Criteria.

<b>Evaluation Criteria</b>	<b>Percentage Total Marks</b>	<b>Section</b>	<b>Evaluation Methodology</b>
<b>Price</b>	<b>40%</b>	PART A	Form of Tender Response.
<b>Quality</b>	<b>60%</b>	<b>This section relates to PART B and contains the sub-criteria below</b>	
A method statement of how your firm will deliver the services contained within this tender.	20%	3.1	Question Response
The team that will provide the services, their qualifications and a brief summary of their experience.	10%	3.2	Question Response
Details of the project management arrangements for this contract (including a specific relevant project plan).	10%	3.3	Question Response
How your firm will ensure quality control and delivery on time and contingencies to deal with delays.	5%	3.4	Question Response

Social Value/Net Zero Carbon In order to address climate change and meet our objectives of carbon reduction and provide social value to SCDC and its communities.	15%	3.5	Question Response
<b>Total</b>	<b>100%</b>		

# Section 3: Questionnaire

## PART A: Form of Tender

To: South Cambridgeshire District Council, South Cambridgeshire Hall,  
Cambourne Business Park, Cambourne, CB23 6EA

Tender for: (Title)  
I / We the undersigned, having examined the specifications are willing to  
execute the Whole of the work required for £ \_\_\_\_\_

<p>Explanation of your pricing:</p> <p>Please provide a full breakdown of all costs.</p>
--

Company Name \_\_\_\_\_

Company Address \_\_\_\_\_

Company Registration No \_\_\_\_\_

Telephone No. \_\_\_\_\_

Email Address \_\_\_\_\_

Employee Name \_\_\_\_\_

Date \_\_\_\_\_

Signature \_\_\_\_\_



**PART B: Questions**

The following items match the award criteria specified ITT Bidding Instructions at the start of this document. Brochures should not be included in the submission.

3.1 Question 1 - Written statements are required	Marks	Score 0-5
Please provide a response (not exceeding 1000 words) about your organisation’s understanding of the brief and your proposals to undertake and complete the services required to meet the requirements of the Invitation To Tender.	20%	

3.2 Question 2 - Written statements are required	Marks	Score 0-5
Please provide a response about the team that will provide the services, their qualifications and a summary of their experience, including CV’s note these will not count towards the word count. (not exceeding 1000 words).	10%	

3.2 Question 2 - Written statements are required	Marks	Score 0-5

3.3 Question 3 - Written statements are required	Marks	Score 0-5
Please provide a response (not exceeding 1000 words) details of the project management arrangements for this contract (including a specific relevant project plan).	10%	

3.4 Question 4 - Written statements are required	Marks	Score 0-5
Please provide a response (not exceeding 1000 words) about how your firm will ensure quality control and delivery on time and contingencies to deal with delays.	5%	

3.4 Question 4 - Written statements are required	Marks	Score 0-5

3.5 Question 5 - Written statements are required	Marks	Score 0-5
<p>Please provide a response (not exceeding 1000 words) about Social Value</p> <p>1) Climate Change/Net Zero Carbon: In order to address climate change and meet our objectives of carbon reduction:</p> <ol style="list-style-type: none"> <li>a. Identify the carbon that your company creates.</li> <li>b. Detail steps your company is taking towards achieving net zero carbon and decarbonisation of your supply chain.</li> <li>c. In relation to this contract please also state what actions you will take to minimise carbon whilst carrying out this actual assignment.</li> </ol> <p>2) To support the local economy and communities, please detail the social value will your company provide whilst performing this contract that is of direct benefit to SCDC and its communities.</p>	15%	

**PART C: References**

<p>Note the Councils will check 3 references and assess based on the feedback provided by previous clients. Please provide a minimum of 3 references. These will be assessed on a pass or fail nature on the actual feedback from the referee as well as how comparable the services provided to the referee are to the brief.</p>					<p>Pass/Fail Only</p>
<p>Name of Client(s) Address:</p>	<p>Telephone:</p>	<p>Email and Name of person to contact:</p>	<p>Description of services provided</p>	<p>Contract dates (From – To)</p>	<p>Annual Value of Contract (£)</p>

# Appendix D: Social Value examples



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