



South Cambridgeshire Local Plan

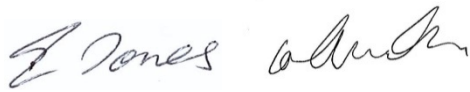
Draft Sustainability Appraisal Report Part 3: Results of the SA and Proposed Monitoring Strategy for Cabinet Meeting

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1 Introduction

1.1 This Report

This report forms Part 3 of the Sustainability Appraisal (SA) Report for the South Cambridgeshire Local Plan. It should be read in conjunction with the following documents:

- South Cambridgeshire Local Plan – SA Report - Part 1: Introduction, setting the context for the SA, providing an outline of the contents and main objectives of the plan and identifying where the requirements of the SEA Regulations¹ have been met in the SA Report; and
- South Cambridgeshire Local Plan – SA Report - Part 2: Scoping Report setting out the scope of the SA, baseline data, the sustainability objectives and targets of relevant other documents, key sustainability issues and the assessment framework to be used to assess the Local Plan.

The contents and structure of this report are as follows:

- Section 2 sets out the methodology used to assess the Local Plan and its alternatives;
- Section 3 describes the assessment of alternatives and its findings;
- Section 4 sets out the findings of the assessment of the draft Local Plan (the Proposed Submission); and
- Section 5 presents a proposed strategy for monitoring the significant effects of the Local Plan.
- Section 6 sets out the next steps in the SA process and gives details on how to comment on this report.

¹ Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004

2 SA Methodology

2.1 Introduction

This Section sets out the methodology used to assess the South Cambridgeshire Local Plan and assess its alternatives. Government guidance and advice from statutory consultees sets out a five stage process (A-E) for undertaking SEA.

Table 2.1: SA key tasks	
SA Stage	Purpose of the SA Stage
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope (scoping)	
A1: Identifying other relevant policies, plans and programmes and sustainability objectives	To document how the plan is affected by outside factors and suggest ideas for how any constraints can be addressed.
A2: Collecting baseline information	To provide a baseline evidence base of information about the district in order to identify sustainability issues, predict effects and monitor significant effects.
A3: Identifying sustainability issues and problems	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SA framework, prediction of effects and monitoring.
A4: Developing the SA framework	To provide a framework of objectives and questions by which the sustainability of the plan can be tested.
A5: Producing scoping report and consulting on the scope of the SA	To consult with statutory bodies with social, environmental, or economic responsibilities to ensure the appraisal covers the key sustainability issues.
Stage B: Developing and refining options and assessing effects	
B1: Testing the plan objectives against the SA framework	To ensure that the overall objectives of the plan are in accordance with sustainability principles.
B2: Developing the plan options	To assist in the development and refinement of the Local Plan options, by identifying potential sustainability effects of options.
B3 and B4: Predicting and evaluating the effects of the plan	To predict the significant effects of the plan and assist in the refinement of the plan.
B5: Considering ways of mitigating adverse effects and maximising beneficial effects	To ensure that all potential mitigation measures and measures for maximising beneficial effects are considered.
B6: Proposing measures to monitor the significant effects of implementing the plan	To detail the means by which the sustainability performance of the plan can be assessed.
Stage C: Preparing the SA report	
C1: Preparing the SA report	To provide a detailed account of the SA process. <i>This is the stage we are at now</i>
Stage D: Consulting on the draft plan and SA report	

D1: Public participation on the preferred options of the plan and the SA report	To provide the public and statutory bodies with an effective opportunity to express their opinion on the SA report and to use it as a reference point when commenting on the plan.
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The methodology used for Stage A of the SEA (Scoping) is set out within the Part 2: Scoping Report.

2.2 Stage B: Assessing the elements of the plan

The SA has been carried out throughout the plan making process in order to guide the development of the plan and ensure that the sustainability effects of the plan have been taken into account at all stages. During Stage B reasonable alternative options to the selected plan have been tested and in doing so, their sustainability effects identified and evaluated. Section 3 of this report presents information on the alternatives that have been assessed as part of the SA process.

2.3 Defining what is a significant effect

In order to adhere to the SEA Regulations the following types of effects have been identified - short, medium and long term effects, permanent and temporary effects, positive and negative effects and secondary, cumulative and synergistic effects where relevant (and where possible to identify). The plan has been assessed using appraisal matrices. An SA matrix is designed to help identify the potential effects of the options / policies on the SA objectives (guided by the SA sub-objectives within the SA Framework). A combination of expert judgement and analysis of baseline data has been used to judge the potential effects of the plan.

The SEA Regulations specify the criteria that should be taken into account when determining likely significant effects. These criteria, which principally relate to the nature of the effects arising from the plan and the value and vulnerability of the receptors, are as follows:

- How valuable and vulnerable is the receptor that is being impacted?
- How probable, frequent, long lasting and reversible are the effects?
- What is the magnitude and spatial scale of the effect?
- Are the effects positive or negative?

The assessment of significance should involve, where possible, the assessor considering the above criteria for each potential effect along with a consideration of how the plan will help to achieve (or not) the SA objectives.

Key to the appraisal scoring	
Symbol	Likely effect against the SA Objective
+++	Potentially significant beneficial impact
+	Policy supports this objective although it may have only a minor beneficial impact
~	Policy has no impact or effect is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant
?	Uncertain or insufficient information on which to determine or base the assessment at this stage
-	Policy appears to conflict with the objective and may result in adverse impacts

---	Potentially significant adverse impact
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The term 'neutral effect' means there is no discernible positive or negative effect. In some cases the policies are also not directly relevant to the SA objectives and these have been marked neutral. The SA has focused on identifying and recording significant effects.

2.4 SA Framework

This SA framework was identified at the scoping stage as described in Part 2: Scoping Report. This framework has been used throughout the SA of the local plan to assess all the alternative site options, the relative performance of the site package options, and the policies within the proposed Submission Daft Local Plan. These objectives and the decision making criteria have been at the forefront of the decision-making during the appraisal process.

Table 2.4 SA Framework		
SA Topic	Sustainability Objective	Decision Making Criteria
LAND	1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, productive agricultural holdings, and the degradation / loss of soils	Will it use land that has been previously developed?
		Will it use land efficiently?
Will it protect and enhance the best and most versatile agricultural land?		
Will it avoid the sterilisation of economic mineral reserves? Will it minimise the degradation/loss of soils due to new development'		
	2. Minimise waste production and support the reuse and recycling of waste products	Will it encourage reduction in household waste, and increase waste recovery and recycling?
POLLUTION	3. Improve air quality and minimise or mitigate against sources of environmental pollution	Will it maintain or improve air quality?
		Will it minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration?
		Will it minimise, and where possible address, land contamination?
		Will it protect and where possible enhance the quality of the water environment?
BIODIVERSITY	4. Avoid damage to designated sites and protected species	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity?

Table 2.4 SA Framework

SA Topic	Sustainability Objective	Decision Making Criteria
	5. Maintain and enhance the range and viability of characteristic habitats and species	Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)?
	6. Improve opportunities for people to access and appreciate wildlife and green spaces	Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure, or access to the countryside through public rights of way?
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE	7. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	Will it maintain and enhance the diversity and distinctiveness of landscape character?
		Will it maintain and enhance the diversity and distinctiveness of townscape character?
	8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?
	9. Create places, spaces and buildings that work well, wear well and look good	Will it lead to developments built to a high standard of design and good place making that reflects local character?
CLIMATE CHANGE	10. Minimise impacts on climate change (including greenhouse gas emissions)	Will it support the use of renewable energy resources?
		Will it promote energy efficiency?
		Will it minimise contributions to climate change through sustainable construction practices?
	11. Reduce vulnerability to future climate change effects	Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency?
		Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures?
		Will it minimise the likely impacts on future development of climate change through appropriate adaptation?
HEALTH	12. Maintain and enhance human health	Will it promote good health, encourage healthy lifestyles, and reduce health inequalities?
	13. Reduce and prevent crime and reduce fear of crime	Will it reduce actual levels of crime, and will it reduce fear of crime?

Table 2.4 SA Framework

SA Topic	Sustainability Objective	Decision Making Criteria
	14. Improve the quantity and quality of publically accessible open space.	Will it increase the quantity and quality of publically accessible open space?
HOUSING	15. Ensure everyone has access to decent, appropriate and affordable housing	Will it support the provision of a range of quality housing of appropriate types and sizes, including affordable housing, to meet the identified needs of all sectors of the community?
		Will it result in quality homes for people within the district to live in?
		Will it provide for housing for the ageing population?
		Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?
INCLUSIVE COMMUNITIES	16. Redress inequalities related to age, disability, gender, race, faith, location and income	Will improve relations between people from different backgrounds or social groups?
		Will it redress all the sections of inequality included in the Council's Single Equality Scheme which are as follows - Age Disability Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity Race Religion or Belief Sex Sexual Orientation
		Will it redress rural isolation - rurality?
	17. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	Will it provide accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc?)
		Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)
	18. Encourage and enable the active involvement of local people in community activities	Will it increase the ability of people to influence decisions, including 'hard to reach' groups?
Will it encourage engagement in community activities?		

Table 2.4 SA Framework

SA Topic	Sustainability Objective	Decision Making Criteria
ECONOMIC ACTIVITY	19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.	Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce?
		Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge University related particularly through the development and expansion of clusters?
		Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?
	20. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Will it contribute to providing a range of employment opportunities, in accessible locations?
		Will it encourage the rural economy and diversification, and support sustainable tourism?
	21. Support appropriate investment in people, places, communications and other infrastructure	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?
		Will it improve access to education and training, and support provision of skilled employees to the economy?
TRANSPORT	22. Reduce the need to travel and promote more sustainable transport choices.	Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport?
		Will it support movement of freight by means other than road?
	23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.	Will it provide safe access to the highway network, where there is available capacity?
		Will it make the transport network safer for all users, both motorised and non-motorised?

A specific set of criteria was developed through the scoping process to enable sites to be tested on a comparable basis. This is set out in Part 2: Scoping Report.

2.4.1 Sites assessment and alternative packages of sites options Assessment

To assist in making the assessment of sites quantifiable, measurable and transparent, and for direct comparison between sites to be made, the Site Assessment Matrix developed through the scoping process (in appendix 2 of the Initial Sustainability Appraisal) was used. This matrix indicates how the impact of individual sites against each objective has been determined. For a number of objectives, quantifiable grading was identified to provide a means by which the relative sustainability of each site can be established in comparison with other sites. This framework was also used in the site package options assessment.

2.5 Stage C: Preparing the SA Report

This document is the SA report for the Proposed Submission Local Plan. It describes the significant effects on the environment, social and economic factors of the plan.

2.6 Stage D: Consulting on the SA Report

This version of the SA report has been produced for comment alongside the South Cambridgeshire Proposed Submission Local Plan. Information on how to comment on this report can be found in section 6 of this report.

2.6.1 Previous Consultation on the Sustainability Appraisal process

Site Options

Site options were subject to public consultation through the Issues and Options Consultations, including the joint consultation in January 2013.

Over 28,000 representations have been submitted to the South Cambridgeshire District Council and Cambridge City Council in response to the two issues and options consultations that have taken place so far. Summaries of the representations, as well as the individual representations, are available to view on the Councils' websites.

The Councils have reviewed and considered the comments received, including Member Workshops for South Cambridgeshire Members and the Development Plan Scrutiny Sub-Committee for Cambridge City Council Members. The Councils have also considered a range of possible options that flow from the development strategy options and the site options consulted on and tested those through the SA process. They have also been tested through transport modelling and as the long list of site options has been narrowed down, key stakeholders have been asked again for their views on the emerging shortlist of sites to help further refine the preferred strategy and package of sites, such as the education authority.

The SA of the broad strategy options at Appendix 1 demonstrates that focusing development on Cambridge remains the most sustainable location for additional development.

The edge of Cambridge is the next most sustainable location against a range of objectives for growth in the development sequence, but the SA identifies the importance of balancing the accessibility aspects of sustainable development and the environmental and social benefits it brings, with the significant harm to the landscape and setting environmental aspects of sustainability that development on land in the Green Belt would have, with the resulting irreversible adverse impacts on the special character and setting of Cambridge as a compact historic city and the risks that could have to the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work. The detrimental impacts of further major development on the edge of Cambridge was demonstrated in the Inner Green Belt Study Review 2012 and major extensions to

Cambridge were rejected as reasonable options and not consulted on in Issues and Options 2 in 2013. The assessment process identified six Green Belt sites as potential options for development and this limited refinement of the Green Belt would mean that Cambridge is able to meet its full objectively assessed needs within its administrative area. Results of consultation on the appropriate balance between edge of Cambridge or new settlements and better served villages was strongest to protect the Green Belt.

The effect of decisions on reasonable site options on the edge of Cambridge is to require development away from Cambridge to meet the remaining development needs of the wider Cambridge area. The findings of the high level SA of the different strategic locations at Appendix 1 confirmed earlier findings from the Regional Spatial Strategy review and Structure Plan that new settlements are the next most sustainable location for growth and that development at villages should be limited for sustainability reasons.

South Cambridgeshire's SHLAA and Initial Sustainability Report demonstrated that there are 2 new settlement options that can be considered for development in the new Local Plan: a new town at Waterbeach and a new village at Bourn Airfield. The other new settlement options put to the Council were rejected in the SHLAA and initial SA process. The 2 sites identified scored as Amber in the assessment largely because it is inevitable that such a major development will have some adverse impact on some aspects of sustainability, but it was considered that they would be capable of mitigation through carefully designed development proposals. The results of consultation supported concentration on new settlements rather than focus on edge of Cambridge due to Green Belt impacts

At the more sustainable village stage of the sequence, South Cambridgeshire consulted on a range of housing site options across the district. The largest of these was a major extension to Cambourne, through a fourth linked village to the west of the existing village. The results of consultation offered some support to better served villages, although to a lesser extent than new settlements.

Additional Single Issue Consultation

Consultation on a single issue, a potential site for a football stadium at Sawston, was carried out between March and May 2013. The site was put forward during the 2013 consultation, and generated considerable local interest. It was decided to carry out a consultation to enable the issue to be considered through the Local Plan review. (The consultation document incorporated a sustainability appraisal of the site).

More detail on the representations received during the consultations at each of the plan stages and how these issues above have been responded to, and where necessary, taken into account by the District Council within the Local Plan, and within the Sustainability Appraisal process can be found in Appendix 2: Representations on SA.

2.7 Difficulties encountered

The purpose of sustainability appraisal is to assess the likelihood of sustainability effects. SA relies on expert judgement, which is guided by knowledge of the likely impacts of the plan, the available baseline data and response and information provided by consultees and other stakeholders. The assessment has been carried out and reported using an expert judgment-led qualitative assessment. A precautionary approach has been taken, especially with qualitative judgments.

At the Issues and Options stages the full policy wording had not yet been developed which meant a broad approach to assessment had to be undertaken. The identification of absolute impacts was more difficult and therefore a more comparative approach was often taken.

The appraisal of the different broad development strategies / options available for growth was necessarily a high level appraisal of strategic options and therefore the absolute sustainability impacts for many of the SA objectives would depend on the specific site options identified for development, and therefore these are more appropriately explored elsewhere.

The SEA Regulations state that effects assessment should include assessment of secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects. At this strategic level the information is often not available to assess to this level of detail. However, where information is available on the likelihood of different types of impacts this has been included in the assessment matrices.

In relation to the cumulative effects assessment undertaken, the timing of the various plans, programmes and projects being developed and their relationship to each other in terms of timescale is uncertain. Therefore, this element of the SA in particular has an inherently high level of uncertainty. To compensate for this the precautionary principle has been adopted and any potential negative effect identified has been classed as significant and a mitigation measure (and monitoring programme) identified. The SA highlights areas where potential effects could be addressed in lower tier plans such as Area Action Plans, where a greater depth of detail is possible.

3 The Identification and Assessment of Alternatives

3.1 Introduction



“The Environmental Report shall outline the reasons for selecting the alternatives dealt with” (SEA Regulations Schedule 2(8)).

“The Environmental Report shall identify, describe and evaluate the likely significant effects on the environment of (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme” (SEA Regulations Part III 12(2)).

The regulations governing the identification and assessment of alternatives are outlined above. In addition, the SEA regulations require post adoption procedures to outline “the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with are explained” (SEA Regulations Part 4 16(4)).

This means that the SA process should set out the *reasonable* alternative options (both for the overall strategy and for sites) that were considered by the Council, what the sustainability effects of those reasonable alternative options were, and how these effects have been taken into account in the selection of the final approach.

3.2 Process of identifying and assessing alternatives

The purpose of this stage is to set up and test a range of reasonable alternatives and in doing so, identify their sustainability effects. South Cambridgeshire District Council has over the course of the development of the Proposed Submission Local Plan, identified several levels of alternatives from strategic development strategies, policy approaches, through to site allocations. In particular strategic alternatives relating to development on the edge of Cambridge were identified and considered in partnership with Cambridge City Council.

Initially the Council used the SA Scoping process to help identify relevant issues from other plans and programmes, the current state of the district, and key issues and problems that should be addressed through the Local Plan review. Issues were developed further through the iterative process of consultation. Site options were identified and tested through a number of stages of public consultation.

3.2.1 Issues and Options

Alternatives were first considered at the Issues and Options Stage 1 (2012) and Stage 2 (2013).

Issues and Options 1

The Issues and Options Report was arranged around 12 themed chapters which were:

- Vision

- Development Needs
- Spatial Strategy
- Development Options
- Climate Change
- Delivering High Quality Places
- Conserving and Enhancing the Historic and Natural Environment
- Delivering High Quality Homes
- Building a Strong and Competitive Economy
- Promoting Successful Communities
- Promoting and Delivering Sustainable Transport and Infrastructure
- Site Specific Issues

At the strategic level, the options consider the objectively assessed growth needs of the district to 2031. Options were identified for the level of housing and jobs growth, guided by objectively produced forecasting. Scenario based alternatives were identified regarding the direction of growth, identifying alternative strategy options regarding where growth should be focused. The development of alternatives for the development strategy and sites for housing and employment development consulted on are summarised below in [section 3.2.2](#) and more detailed information is provided within Appendix 1.

The Issues and Options Report 2012 also set out options for a range of policies which could be included in the Local Plan to guide the form of development, and the consideration of windfall proposals (development not allocated in the plan) through the planning application process. They included options for policies to determine what types or development are suitable or unsuitable in different locations, the quality that must be achieved, assets that must be protected, and mitigation measures that must be undertaken. They include scale thresholds where certain requirements apply. Where only one option was identified this has been explained as to why it was considered to be the only reasonable option.

The Issues and Options 2012 Report was accompanied by an Initial SA Report. This provided information and analysis of issues, details of how alternative approaches were identified (and why alternatives were not considered reasonable), and a comparison of the potential impacts of those alternative approaches. It also included a review of sites tested through the sustainability appraisal process.

Issues and Options 2

This second stage of the Issues and Options was carried out in 2 parts:

- Issue and Options 2 Part 1 - Development Strategy and Site Options on the Edge of Cambridge (January 2013)
- Issue and Options 2 Part 2 - South Cambridgeshire Further Site Options

Part 1 was prepared and subject to consultation jointly with Cambridge City Council. Its purpose was to build on each Council's 2012 consultation and further consider issues of joint interest, including the development strategy for the Cambridge area, a review of the green belt including potential development site options, and Sub-Regional Sporting, Cultural and Community Facilities, including a community stadium. This was supported by a Joint Initial Sustainability Appraisal.

In response to the Issues and Options Report consultation in 2012, new alternative options for development sites were put forward by representors. The key purpose of Part 2 was having tested these options, to consult on the additional reasonable alternatives. The results of the SA of these sites is reported in the Supplementary Initial SA Report 2013.

Issue and Options 2 Part 2 South Cambridgeshire Further Site Options set out:

- a number of additional site options for housing development.
- a new employment option and revision to the boundary of an established employment area in the countryside.
- a new mixed use proposals from two Parish Councils.
- suggested amendments to village frameworks.
- options for a new hospice, moorings on the River Cam and burial grounds.
- a number of new options for recreation and open space.
- options for important areas of green space for protection and Important Countryside Frontages to protect village character.

Additional Single Issue Consultation

Consultation on a single issue, a potential site for a football stadium at Sawston, was carried out between March and May 2013. The site was put forward during the 2013 consultation, and generated considerable local interest. It was decided to carry out a consultation to enable the issue to be considered through the Local Plan review. (The consultation document incorporated a sustainability appraisal of the site).

3.2.2 Reasons for choosing the alternative - The ‘Audit Trail’

The Sustainability Appraisal and Proposed Submission Local Plan mark the end of significant process of identifying and testing potential alternatives, and public consultation.

In order to document the development of issues and options, the following table has been completed for each issue considered. A number of these are supported by more detailed evidence, for example for issues with multiple options requiring technical assessments such as proposals for changes to village frameworks, or for Local Green Spaces.

They are produced to accompany each chapter of the plan, and can be found in annex 1 accompanying this appraisal.

Example of an Audit table

Issue	<i>Identifies the issue e.g. Protection of Existing Openspace</i>
Key evidence	<i>Identifies specific documents, studies or evidence relevant to the issue e.g. Needs Assessment for Openspace</i>
Existing policies	<i>Identifies if there is a policy in the existing Core Strategy, Development Control Policies or Site Specific</i>

	<i>Policies DPDs.</i>
Analysis	<i>Provides an analysis of the issue, including why it should be addressed in the Local Plan, a summary of relevant guidance (e.g. National Planning Policy Framework), and key facts from the evidence base and Scoping Report. Concludes by identifying what the reasonable options are for addressing the issue in the Local Plan.</i>
Final Issues and Options Approaches	<i>Identifies the options that will be included for consultation in the Local Plan Issues and Options Report.</i>
Initial Sustainability Appraisal Summary	<i>The conclusions of the initial sustainability appraisal that accompanied the options</i>
Representations Received	<i>The number and nature of representations received through consultation</i>
Key Issues from Representations	<i>A summary of the key issues raised</i>
Preferred Approach and Reasons	<i>The approach taken in the draft plan, and why, and why alternatives were not selected, having regard to issues raised in representations.</i>
Policy included in the Proposed Submission Local Plan	<i>The policy number of policies that resulted.</i>

The reasons for choosing the options, and reasons for rejecting the other reasonable alternative options presented in the Issues and Options Report, including policy options are summarised in Appendix 3 Summary of Alternatives Tested and Preferred Approach. Further more detailed reasons are set out for each chapter in the audit tables in the separate Annex 1.

3.2.3 Development of Alternative Development Strategies for the Cambridge Area

Interdependencies between the two administrative areas of Cambridge and South Cambridgeshire are well established through the location of key employment sites, patterns of travel to work and access to services and facilities. The Councils have worked closely together for the production of previous development plans, and this has continued through the preparation of the Local Plan.

Although the Councils are producing separate local plans, the plans are being produced following similar timetables. The Councils have reviewed jointly how far the current sustainable development strategy for the Cambridge area has progressed, whether it

remains the best strategy for the area, and considered how the strategy should evolve through the next plan period.

In 2012 both Council's Issues and Options consultations sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

Cambridge

The Cambridge Issues and Options Report 2012 focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt.

This included:

- Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
- Should more land be released from the Green Belt?
- If so, where should this be? Ten broad Green Belt locations around Cambridge were included in the consultation document.
- Whether there were any other approaches that should be considered at this stage?

There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

South Cambridgeshire

The South Cambridgeshire Issues and Options 2012 consultation included a question on how the sustainable development strategy should be taken forward.

It explained that any development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. As with the current strategy, the updated Local Plan is likely to need to be a combination of sites at different stages in the sequence in order to meet housing targets and in particular some village housing developments to provide a 5-year supply, given the long lead in time for new major developments which would realistically only start to deliver later in the plan period.

The options for the development strategy consulted on that lie within South Cambridgeshire were to:

- Focus on providing more development on the edge of Cambridge, in part to replace development previously planned on Cambridge airport which is no longer available in the plan period, through a further review of the Green Belt.
- Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
- Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
- A combination of the above.

As for Cambridge, strategy options considered included whether there should be further development of land on the edge of Cambridge, through a review of the Green Belt. The

same ten broad Green Belt locations were identified for consultation around the edge of Cambridge.

Cambridge and South Cambridgeshire

Through the joint Issues and Options Part 1 consultation in 2013, the Councils sought views on the appropriate balance between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes, and delivering development away from Cambridge in new settlements and at better served villages

The majority of representations were that the Green Belt should be protected from further development. Development should be concentrated in new settlements and better served villages, to reduce congestion and avoid pressure on village infrastructure. Further urban extensions received a more limited level of support.

The Sustainability Appraisal of Strategic Approaches

The Sustainability Appraisal process has also been a key element of considering the relative merits of different strategic approaches to development. Building on the Sustainability Appraisals supporting each of the Issues and Options consultations, Appendix 1 provides the full results of a high level assessment of the sustainability implications of focusing on different stages of the development sequence (Cambridge Urban Area, Edge of Cambridge, New Settlements, more Sustainable villages, although not part of the development sequence for comparison the and less sustainable villages). A summary is provided below:

- The benefits of utilising land within the urban area of Cambridge are the re-use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities.
- Development on the edge of Cambridge is the next closest option to the City, but to add to the existing major urban extensions would require use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognise the qualities and importance of the area for the landscape and townscape setting of the City and surrounding villages. The Green Belt review has shown that significant additional development would be detrimental to these purposes.
- New settlements offer the opportunity to focus development in a way that would support delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge they offer a higher degree of self-containment than more dispersed strategies. They would enable the delivery of focused transport improvements, and in particular public transport improvements, to deliver a higher share of travel by sustainable modes than more distributed strategies, although they would also focus traffic into specific corridors.
- Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services, and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.

Further information on the reasons for selecting the alternatives dealt with and the methodology for the appraisal of alternative development strategies is set out in Appendix 1 Reviewing the Sustainable Development Strategy for the Cambridge Area.

3.2.4 Identifying New Site Options

Through the Strategic Housing Market Assessment both Councils were able to identify their objectively assessed need for housing. Both Councils have chosen as their preferred approach to use these as the targets for development in their respective local plans. Through previous plans there remains a significant stock of existing sites that will contribute to meeting future needs.

	Dwellings target 2011 to 2031:	Existing Commitments and Completions:	Remaining:
Cambridge	14,000	10,473	3563
South Cambridgeshire	19,000	14,029	4971

Both Cambridge City Council and South Cambridgeshire District Council have explored a range of site options that could reasonably meet the additional development requirements to 2031 through their Issues and Options consultations.

Cambridge

Cambridge City Council has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby the Council issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in January 2013, including initial sustainability appraisal by Cambridge City Council.

On the edge of Cambridge (Cambridge and South Cambridgeshire)

The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact historic city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.

These characteristics are valued assets and significantly contribute to the character and attractiveness of the historic city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.

The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green

Belts are their openness and their permanence. The NPPF continues the five long established national purposes of including land within Green Belts as being to:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

At the local level, the fourth bullet is of particular significance and the following purposes of the Cambridge Green Belt have been established in previous Local Plans:

- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- To maintain and enhance the quality of its setting; and
- To prevent communities in the environs of Cambridge from merging into one another and with the city.

Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundary has been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.

In order to inform the current detailed Green Belt boundary, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by Landscape Design Associates for South Cambridgeshire District Council in September 2002.

The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without significant harm to the purposes of the Green Belt including the setting of the city.

The City Council also commissioned a specific Green Belt study by Landscape Design Associates (2003) in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release concerning the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.

The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However,

circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of the Cambridge East airport site, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

The Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. Ten Broad Green Belt Locations around the edge of Cambridge were consulted on to explore whether any had potential to be released from the Green Belt for housing. The ten broad locations were also subject to sustainability appraisal in the Initial Sustainability Appraisal. Promoters of land on the edge of Cambridge through the Councils' respective SHLAA processes resubmitted their sites through the consultations.

To help inform the process in moving forward to identifying specific site options, the Councils carried out a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans, and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.

The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the city in terms of the principles and function of the Green Belt.

In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites now has increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:

- New developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
- The new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
- Views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.

The work concluded that areas where the city is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change² easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the city and to the purposes of Green Belt.

Given that the inner Green Belt boundary was looked at very closely only a decade ago, and only concluded in the Site Specific Policies DPD in 2010, it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.

The work also confirmed that in areas where changes to the city edge are currently envisaged and they are adjacent to important view-points such as motorways or elevated vantage points, there needs to be an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development in places now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.

Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 found that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The review also concluded that the significant majority of the remaining Green Belt close to Cambridge is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city are compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The 2012 study confirmed the conclusions of the Green Belt Study 2002 by Landscape Design Associates, that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core. The findings of the study were incorporated into the technical assessments of potential site options.

Identifying site options on the Edge of Cambridge

Following the identification and testing of broad locations in the 2012 Issues and Options consultation, a long list of sites at the fringe of Cambridge was developed within these broad locations drawing on two sources: Developers' site boundaries received from the 'call for sites' for the Strategic Housing Land Availability Assessments (SHLAAs) carried out by both authorities and also pursued through the 2012 Issues and Options consultations; and

² 'Change' means the introduction of a different feature into the rural/agricultural landscape. This could be an electricity pylon, built development or even a bio-mass crop, but in this instance it is built development.

additional sites identified through the 2012 Inner Green Belt Review as fulfilling Green Belt purposes to a lesser degree. This resulted in an initial list of 41 sites.

These sites were assessed utilising a site assessment pro forma, which was developed jointly to take into account both authorities' Sustainability Appraisal objectives. The pro forma was specifically developed to fully integrate the sustainability appraisal process into site assessment. The criteria in the pro forma take into account the social, environmental and economic sustainability themes and objectives identified in the Sustainability Appraisal Scoping Reports of both Councils. Ensuring that the criteria take into account the SA is the most effective way of ensuring that the SA is central to the appraisal of sites. In this way, the potential effects of bringing forward alternative sites for development can be thoroughly tested and compared. Independent consultants URS, (who are carrying out the Sustainability Appraisal (SA) of the Cambridge Local Plan review), advised on the development of the joint pro forma to ensure that it meets the requirements of SA and the Strategic Environmental Assessment (SEA) Directive. The pro forma also includes planning and deliverability criteria which do not directly relate to the SA, but are important in order to ensure that the Local Plans are deliverable, and therefore can be considered to be reasonable alternatives.

The Joint Green Belt Site Assessment Pro forma can be found in the Interim Sustainability Appraisal of Issues and Options 2 Part 1. For each criterion there is an explanation as to which of the Cambridge SA topics and South Cambridgeshire SA objectives it relates to. A traffic light system has been used to score the sites from 'red red' (a significant negative impact) to 'green green' (no impact or minor impact which can be mitigated). In most cases there were three potential scores (red, amber, green), but in some cases this was extended at either end to five categories to give a finer grained assessment. The grading range provides a means by which the relative sustainability of each site can be established in comparison with other sites.

The pro forma is split into two parts. The first part is a high level sieve (Level 1). It includes strategic considerations, including impact on the Green Belt, flood risk, national biodiversity and heritage designations. It also addresses key deliverability issues. This stage is effective for identifying issues that mean a site should be rejected.

Level 2 of the assessment considered a range of issues including accessibility to services and sustainable transport, pollution, historic environment and biodiversity. Although a number of sites were considered to merit rejection following the Level 1 assessment, they were also assessed by the Level 2 criteria in order to give the most comprehensive and robust assessment possible.

The map in Appendix 2 in the Issues & Options 2, Part 1 – Joint Consultation of Development Strategy & Site Options on the Edge of Cambridge (November 2012) illustrates the site options tested. The completed pro formas for all of the sites assessed can be found in the 'Technical Background Document – Part 1' at the following link: www.cambridge.gov.uk/ccm/navigation/planning-and-buildingcontrol/planning-policy/background-documents/

The individual site pro formas show how each site performs against the criteria that relate to the sustainability objectives.

In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from the pro formas were combined in a series of summaries by broad location which enable the most and least sustainable sites to

be identified. These can be found in Appendix 3 of the Issues and Options 2 (2013) Part 1 document.

Following the assessment, 6 sites in the Green Belt on the edge of Cambridge were identified as being sites with development potential, albeit with some constraints or adverse impacts (with an overall score of amber). These include two housing sites, two employment sites, one site which could be developed for either housing or employment and one which could be potentially developed for housing, employment or a community stadium. Five of these sites are located to the south of Cambridge and one is to the north of Cambridge. Four of the sites are within the Cambridge City Council boundary and two fall within South Cambridgeshire. These were subject to public consultation in the joint Issues and Options 2: Part 1 consultation in January 2013.

The other sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other reasons including planning constraints such as archaeological merit. Reasons for rejection are summarised in Appendix 3 of the Issues and Options 2: Part 1 document.

Identifying Site Options – The Rest of South Cambridgeshire

In order to identify reasonable site options, South Cambridgeshire District Council has drawn on its Strategic Housing Land Availability Assessment (SHLAA). The National Planning Policy Framework (NPPF) (March 2012) requires the preparation of Strategic Housing Land Availability Assessments (SHLAA), by local planning authorities, to establish realistic assumptions about the availability, suitability, and likely economic viability of land to meet the identified need for housing over the plan period. The SHLAA collated a significant level of technical evidence of the sites, including evidence from specialists and statutory bodies, which has been used in the sustainability appraisal. A 'Call for Sites' was issued in 2011, and nearly 300 site options with development potential were submitted and subject to testing. Appendix 7 of the SHLAA document includes detailed assessments of all sites tested during the plan making process, and can be viewed on South Cambridgeshire District Council's website: www.scambs.gov.uk/ldf/shlaa.

Each of the sites was also subject to Sustainability Appraisal. This tested the impact of development on the 23 South Cambridgeshire Sustainability Objectives, identified through the sustainability appraisal scoping process. To assist in making this assessment quantifiable, measurable and transparent, and for direct comparison between sites to be made, the Site Assessment Matrix developed through the scoping process (in appendix 2 of the Initial Sustainability Appraisal) indicates how the impact of individual sites against each objective has been determined. For a number of objectives, quantifiable grading was identified to provide a means by which the relative sustainability of each site can be established in comparison with other sites.

The South Cambridgeshire SHLAA and Sustainability Assessments identify key constraints and considerations relating to potential development sites including suitability, availability and achievability. In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from both assessments were combined in a series of settlement summaries which enable the most and least sustainable sites in each settlement to be identified. This was collated in Annex 2 of the Initial Sustainability Appraisal Report 2012. These assessments explore issues in two groups, providing an assessment of the impact and its significance, using a similar mechanism to the SA of identifying a range from significant positive to significant negative impacts. The first group of issues comprises:

- Strategic considerations identified in the SHLAA – Identifies if a site is subject to any strategic considerations that have the potential to make the site unsuitable for development e.g. flood risk, impact on SSSI or Listed Buildings (reflects tier 1 of the SHLAA site assessment. Green Belt impact was drawn out separately).
- Green Belt – Sites in the Green Belt are identified by a negative score, sites outside as neutral. If it is in the Green Belt, impact on the function of the Green Belt was considered, and the scale of impact identified. The assessment included in the SHLAA utilised the LDA Green Belt Study 2002 to guide consideration. Green Belt as a matter of principle was NOT used as an exclusionary factor at this stage.
- SHLAA significant local considerations – Identifies if a site is subject to heritage, environmental and physical considerations, from tier 2 of the SHLAA Assessment (note landscape and townscape impact drawn out separately)
- Landscape and townscape impact – reflects the conclusions of the SHLAA and the Sustainability Appraisal.
- SHLAA site specific factors – Considers the availability and achievability of the site. If a site is scored as a significant negative, it is rejected, as it cannot be delivered.(Reflects tier 3 of the SHLAA assessment).
- Access to key local services, distance to key local services, accessibility by sustainable transport modes – draws on the Sustainability Appraisal to consider transport accessibility.

Each summary concludes with the ‘Sustainable Development Potential’. This draws on the SHLAA Assessment and the Sustainability Appraisal. It categorises sites as follows:

- More Sustainable Sites with Development Potential (few constraints or adverse impacts) GREEN
- Less sustainable but with development potential (some constraints or adverse impacts) AMBER
- Least Sustainable, with no significant development potential (significant constraints or adverse impacts) RED

The entries in the summary assessment sometimes represent a judgement about a number of separate criteria from the SHLAA and Sustainability Appraisal assessments and represent a balanced view of the overall performance of that site across a range of criteria.

The settlement summaries taken together with the full assessments allow for sites to be selected to meet a number of different options relating to the scale of growth and spatial development strategies. They have also helped to make the process and findings accessible for the public during the Issues and Options consultations.

The review tested many sites outside development frameworks, in the countryside. In these case the land would generally only be suitable for development if it is allocated in the local plan .

The Initial Sustainability Appraisal Report 2012 detailed sustainability appraisals of all sites, and the summary assessments for each site by settlement have now been included in Annex 2 of the Final Sustainability Report.

Sites identified as ‘Least Sustainable, with no significant development potential’ were rejected at this stage, because they are not considered reasonable options for development.

The approach to village sites has taken into account the village hierarchy, developed following a review of the sustainability of settlements (South Cambridgeshire Village Classification Report 2012), and included in the Spatial Strategy chapter of the Local Plan. This identifies Rural Centres as the most sustainable villages in the district, with the highest level of access to a combination of services, facilities, employment and public transport, providing services to a small rural hinterland. Minor Rural Centres are the next in the hierarchy, offering a lower level of services and facilities, but still more than smaller villages. The Number of Minor Rural Centres is proposed to be increased in the draft plan, by including a number of other villages which had a higher level of services and facilities than most villages in the district and perform similarly to other Minor Rural Centres. These were previously identified as Better Served Group Villages. Group villages, which only benefit from a low level of services but include a primary school. At the bottom of the hierarchy, infill villages do not have a primary school, and are generally the smallest villages in the District.

After reviewing the potential development sites, it was clear that sufficient sites could be identified as higher levels of the hierarchy, without relying on allocations in the smallest villages, which would lead to a dispersed pattern of development where the fewest services and facilities are available. Therefore sites at Group and Infill villages were not considered reasonable alternatives and were not consulted on, even if they scored Amber in the assessments. Such sites may be capable of development as windfalls or as rural affordable housing exception sites depending on their location and scale, but they would not reflect a sustainable form of development in the context of a district wide strategy and so have not been considered as options for development site allocations in the Local Plan.

New settlements

A total of 14 sites which would either deliver new standalone settlements, or expand existing new settlements, were tested through the SHLAA and Sustainability Appraisal process.

Five options at three locations were subsequently identified for consultation in Issues and Options 2012. The Strategic Reserve at Northstowe, identified in the current Local Development Framework, was identified, but is unlikely to deliver additional dwellings at Northstowe during the plan period and may simply help provide the planned 9,500 homes in a high quality form of development. Potential new settlements were identified at Waterbeach Barracks, with three different scale options identified. A new village at Bourn Airfield was also identified as an option.

Options at Six Mile Bottom, Hanley Grange, Heathfield, Duxford, north of Cambourne, north east of Northstowe, and Barrington Quarry were rejected at this stage.

New settlement options could deliver significant numbers of new homes but they have major infrastructure requirements, particularly in terms of transport measures.. High quality, sustainable transport solutions would be essential to minimise commuting by private car.

Larger, better served villages

South Cambridgeshire District Council consulted in Issues and Options 2012 on site options that could deliver a total of 5,850 new homes on village sites. This included a strategic scale development at Cambourne.

In response to Issues and Options 2012 consultation, 58 new sites were submitted to the Council for consideration. Those in Group and Infill villages were not assessed, because they are the villages with limited services and facilities and the least sustainable locations for development. The 30 sites in identified Better Served Group Villages (now proposed Minor

Rural Centres) and above were assessed and 10 additional site options were identified for consultation through the Issues and Options 2013 Part 2 consultation. These sites could deliver an additional 1,245 new homes. This gives options for a total of 7,095 additional new homes at this lowest stage in the development sequence.

3.2.5 Alternative packages of sites

The two Councils have followed an iterative process of developing the preferred strategy.

For Cambridge, the level of objectively assessed need is such that all reasonable options have needed to be included in the Local Plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting need beyond this, in view of the outcome of work to consider potential for Green Belt review.

For Cambridge the Proposed Submission Cambridge Local Plan has identified capacity for 6,452 dwellings in the urban area. It identifies a capacity of 7000 dwellings with existing urban extensions. In addition, it proposes to allocate two sites GB1 and GB2 (Land North and South of Worts' Causeway) for an additional 408 dwellings. This is sufficient to meet the objectively assessed housing need for Cambridge or 14,000 dwellings. The level of objectively assessed need is such that all reasonable options have needed to be included in the Local Plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting need beyond this, in view of the outcome of work to consider potential for Green Belt review.

Important issues for shortlisting the preferred village sites included:

- providing homes close to the jobs in and around Cambridge,
- providing homes close to the jobs south of Cambridge in view of the predominance of new housing in villages to the north over many years and substantial jobs growth in the south,
- focus on more sustainable villages with high quality public transport links to Cambridge
- making best use of brownfield land
- Avoid green spaces, and areas of flood risk
- sites with parish council and local support

A range of options around the new settlement options, major expansion of Cambourne and the best available sites at villages have been identified and tested through SA, to consider the relative sustainability impact of different development packages. This included looking at different levels of growth at some of the site options to minimise adverse impacts and secure the most sustainable form of development. For comparison the impacts were compared with package options which would have developed sites on the edge of Cambridge. The assessment tables and commentary on the site packages appraisal are included in the Appraisal of Alternative Site Packages Appendix 4 of this report.

3.2.6 Reasons for choosing the preferred option for the further sites in South Cambridgeshire

In order to compare the sustainability of delivering the remaining housing needs for South Cambridgeshire at different locations, packages of sites were identified and tested, to compare the cumulative impacts.

Eight different packages were identified, each with a different focus for the remaining development. It would not be reasonable to test every potential combination of options, but the aim has been to providing a good coverage of strategic alternatives that could be delivered with the site options available taking account of the issue and options and initial sustainability appraisal process.

Where new settlements have been considered, the deliverability and potentially longer lead in times have been taken into account. The phasing relative to other options has also been considered, in order to achieve the development needed in the plan period. In some cases different amounts of a site being developed in the plan period have been considered, with the remainder being developed later.

The sustainability appraisal earlier identified potential benefits on some sustainability objectives of further development in the Green Belt. In order to provide a comparison with other strategies, packages have been tested which include further development in the Green Belt, building on the assessments of tested but rejected sites. Testing has considered the overall impact of identifying the quantum of development in the broad locations available, rather than identifying specific rejected site options.

Following the cumulative appraisal of each of the series of 8 site package options, the Council identified Option 4 as the preferred option. This package of sites was then further refined and assessed as package 9, against the SA framework using the same methodology as the original package options 1-8. The SA performance of this 'refined' option compared with the other packages is reported in the Site Packages Assessment Appendix 4 of this report.

The preferred package of sites includes site allocations to meet the full objectively assessed housing needs. All of the sites are considered to be developable.

The edge of Cambridge is the most sustainable location against a range of objectives for growth in the development sequence in South Cambridgeshire, but the SA identifies the importance of balancing the accessibility aspects of sustainable development and the environmental and social benefits it brings, with the significant harm to the landscape and setting environmental aspects of sustainability that development on land in the Green Belt would have, with the resulting irreversible adverse impacts on the special character and setting of Cambridge as a compact historic city and the risks that could have to the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work.

Following a Green Belt review jointly with Cambridge City Council, only one additional housing site on the edge of Cambridge has been identified in addition to the significant level of growth already planned on the edge of Cambridge. This is a small expansion of the existing NIAB2 housing site in South Cambridgeshire between Huntingdon and Histon roads, although this would not increase the overall number of homes currently planned but instead provide more room to ensure a high quality development.

The SA of broad locations confirms earlier findings from the Structure Plan 2003, East of England Plan 2008, draft Regional Spatial Strategy review 2010, and the recent Cambridge and South Cambridgeshire Sustainable Development Strategy Review 2012 that new settlements are the next most sustainable location for growth and that development at villages should be limited for sustainability reasons.

Strategic options for new development focus on new settlements and previously established new settlements, with new allocations for:

- New town at Waterbeach Barracks – 8,000 to 9,000 homes, 1,400 of which by 2031.
- New village at Bourn Airfield – 3,500 homes, 1,700 of which by 2031.
- Cambourne West – 1,200 homes, all by 2031.

The preference to allocate all three strategic sites has been influenced by the long lead in times for new settlements which will therefore come forward later in the plan period and continue developing beyond 2031.

Without also including major expansion of Cambourne, a significant amount of development would be required at villages and would result in the sort of dispersed development strategy previously having been found to be unsustainable. The new town at Waterbeach will have a long lead in time and is only considered realistically to be able to provide housing in the last 5 years of the plan period. Bourn Airfield new village will also have a long lead in time, although less so than Waterbeach new town, and the plan delays its anticipated earliest start by a year to come forward slightly later in the plan period than it otherwise might as part of managing the overall housing supply. It also has the advantages that the remainder of Cambourne is well progressed before any development starts at Bourn Airfield. This will also help provide additional flexibility, particularly in terms of ensuring a continuous 5-year supply of housing land.

The strategic sites will provide 4,300 homes in the plan period. Delivery of Waterbeach new town towards the end of the plan period has the benefit of ensuring that delivery at Northstowe will be well established before another new town development begins, with about half the town having been built by the time Waterbeach starts delivering.

The major sites will be supported by limited development at the more sustainable villages in the order of 900 homes to provide flexibility and help ensure a continuous supply of housing land over the plan period, including if there is any delay in progress on any of the major sites.

The first choice of village sites was at Rural Centres, the highest order villages in the district with the best access to services and facilities. In particular development has focused on Sawston, the village that scored highest in the village hierarchy assessment. Sites offered particular opportunities to utilise previously developed land, as well as improve the eastern edge of the village. They also have the benefit of being located in the southern part of the district where there is otherwise limited housing development and where a number of research parks are located. Histon and Impington is also a Rural Centre, and the site small site north of Impington Lane is well integrated with the village. They involve release of land from the Green Belt where it is considered exceptional circumstances exist in order to provide an element of housing development at the most sustainable villages. Other sites at Rural Centres have been rejected due to environmental or other impacts. Details can be found in the Audit Trail (annex 1).

Although Minor Rural Centres generally have a lower level of services and facilities and public transport than Rural Centres, they are better served than the majority of villages in the district. Sites at Melbourn, Gamlingay, Willingham and Comberton have been identified, reflecting the specific opportunities they provide.

Other packages were rejected. Packages 1 2, 3 and 5 would place too high a reliance on village development, requiring much higher levels of development lower than the Rural Centre level, and requiring sites considered less suitable for development in terms of their environmental and other impacts.

Package 4 closely resembles the preferred package, but was slightly amended. The site at the former Bishops Hardware Store Histon has not been included in the preferred package, as it is adequately addressed by the Histon 'Station' Policy, which seeks mixed use development of this area. The extent and capacity of one of the Sawston sites was revised from the assumption in package 4 as detailed below. The package does not include the Bennell Farm, Comberton site.

Packages 6, 7, and 8 were rejected because delivering the scales of development identified on the edge of Cambridge would require development of sites which would have a significant negative impact on the landscape and townscape character objectives in terms of the setting of Cambridge. The review of the inner Green Belt boundary identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another.

Reasons for rejection of village and other site options can be found in the Audit Trail (Annex1).

The preferred approach is as follows:

Cambridge Edge Sites

NIAB3 (site option GB6 I&O2 part 1)

NIAB3 will enable the delivery of 1,000 homes on the combined NIAB2 and 3 sites, which is 100 homes less than had previously been planned for the NIAB2 site alone in order to ensure an appropriate form and density of development.

The site is in a sustainable location and could be developed with little impact on Green Belt purposes. Environmental issues such as air quality and noise are capable of appropriate mitigation, and the site boundary has been drawn to avoid development in the identified Air Quality Management Area.

Note: One further change to the Green Belt is made for employment development on Fulbourn Road.

Strategic Sites

Northstowe Reserve (site option 1 I&O1)

The Northstowe Reserve site will enable the delivery of the planned level of housing at Northstowe but is not expected to deliver any additional housing.

The site is currently identified in the Northstowe Area Action Plan as an area of longer term strategic reserve for residential development and local services. The site is included in the Framework Masterplan for the Northstowe development that is included in the Northstowe Development Framework Document endorsed by the Council in August 2012. It is not expected that this land will increase the overall number of homes at Northstowe, but the inclusion of this land would provide flexibility in the way the town is built and ensure an appropriate form and density of development.

Waterbeach New Town (site option 3 I&O1)

Expected completions during the plan period are 1,400 dwellings. The remainder of the dwellings would be delivered after the plan period.

This site option was one of three proposed for land north of Waterbeach, including land previously in use as Waterbeach Barracks. The three site options proposed different site areas and capacities ranging from 930 to 12,750 dwellings. The Proposed Submission Local Plan includes land for a new town at Waterbeach. The chosen site is most similar in scale to site option 3, but includes a larger site area as it is important that the site area includes land adjacent to the railway line as a new railway station is a key part of achieving a sustainable development. Identifying a larger area to be included in an Area Action Plan will enable mitigation of the setting of Denny Abbey to be fully considered through that more detailed process. The capacity of the new town has been identified as 8,000 – 9,000 dwellings to ensure that the development is at an appropriate density consistent with Northstowe and to allow flexibility for the Area Action Plan process to consider capacity in more detail. The allocation would provide for continued growth beyond the plan period and so help provide certainty over the longer term supply of housing.

Bourn Airfield Village (site option 6 I&O1)

Planned completions during the plan period are 1,700 dwellings. The remainder of the dwellings would be delivered after the plan period. The Proposed Submission Local Plan identifies a larger area to be included in an Area Action Plan where the context of the new village can be fully considered. The site assessment and SA have been updated to reflect the new site boundary.

Development of a new village at Bourn Airfield during and beyond the plan period would provide for growth in a sustainable location high in the sustainable development sequence, relatively close to Cambridge, with no loss of Green Belt, making use of extensive areas of brownfield land, and on land not at risk of flooding. The allocation would provide for continued growth beyond the plan period and so help provide certainty over the longer term supply of housing. The development would benefit from the improved A428. Landscape impacts are capable of mitigation including avoiding creating the appearance of a ribbon of development south of the A428, and ensuring effective landscaped separation from Highfields Caldecote, and Cambourne. The new settlement would provide for its own services and facilities, including provision for a new secondary school. The former ThyssenKrupp Plant offers opportunities for employment development to support the new village. Drainage issues are capable of mitigation. Transport impacts are capable of mitigation in conjunction with development at Cambourne West. These would include bus segregation measures to Cambridge, mitigation of impacts on local villages and on the A1198 junction with the A428, segregated cycle links to Cambridge and to Cambourne.

Cambourne West (site option 17 I&O1)

Expected completions during the plan period are 1,200 dwellings. Note that the site boundary of this option has been amended from the site option consulted on to help mitigate its impacts. The site assessment and SA have been updated to reflect the new site boundary.

Development of an additional village at Cambourne during the plan period would provide for growth in a sustainable location high in the sustainable development sequence, relatively close to Cambridge, with no loss of Green Belt, and on land not at risk of flooding. The development would benefit from the improved A428. Landscape impacts are capable of adequate mitigation including avoiding creating the appearance of a ribbon of development south of the A428, and ensuring effective landscaped separation from Caxton and retain a countryside setting for Cambourne. The new settlement would provide additional services and facilities including for primary and early years education and has the advantage of

adjoining the new secondary school and has potential to provide accessible local services in the form of a local centre. The site is capable of being effectively integrated with Cambourne particularly by making use of the access road to the Business Park and development will make the location of Cambourne Village College more central to the overall village and residential on the current remaining land in the business park would help integrate the new village with displaced employment replaced in the new village, providing scope for a wider range of employment. Drainage issues are capable of mitigation. Transport impacts are capable of mitigation in conjunction with development at Bourn Airfield. These would include bus segregation measures to Cambridge, mitigation of impacts on local villages and on the A1198 junction with the A428, segregated cycle links to Cambridge.

Village Sites

Dales Manor Business Park, Sawston (site option H5 I&O2 part 2)

Expected completions during the plan period are 200 dwellings. This is a lower figure than the 260 subject to consultation, the site has a net developable area of 6.6 ha, at 30 dph this would deliver 200 dwellings allowing for some new employment development. The density of development has reduced from 40dph in Issues & Options 1 and 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The site assessment and SA have been updated to reflect a density of 30dph. The sustainability appraisal of the site remains a sound assessment of the site.

The site will enable redevelopment of existing employment sites, providing light industrial and office uses, with a higher density of employment than on the site historically. The site is capable of integrating development into the village with minimal impacts through careful design and provides the opportunity to create a significant landscape buffer along the eastern boundary of the site where it adjoins farmland to provide a soft green village edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to any highway works required to mitigate the impact of development on the eastern flank of Sawston and additional local school capacity.

Land north of Babraham Road, Sawston (site option H6 I&O2 part 2)

Expected completions during the plan period are 80 dwellings. This is a lower figure than the 110 dwellings subject to consultation. The density of development has reduced from 40dph in Issues & Options 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The sustainability appraisal of the site remains a sound assessment of the site.

Although this site lies within the Green Belt, development here has the potential to have a positive impact upon the landscape setting of Sawston, provided the design makes a generous provision of land to ensure a soft green edge to the east. When considered together with the site South of Babraham Road, this site has the potential to round-off the eastern edge of the village, softening the current abrupt urban edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to any highway works required to mitigate the impact of development on the eastern flank of Sawston and additional local school capacity.

Land south of Babraham Road, Sawston (site options 8 and 9 I&O1)

Expected completions during the plan period are 260 dwellings. This is a lower figure than the 480 than the Issues and Options 1 consultation described as the total capacity of the two sites. The southern boundary of the site has been moved north and the capacity has been

reduced to provide increased opportunity for landscaping mitigation, including for the setting of Sawston Hall. The density of development has reduced from 40dph in Issues & Options 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The site assessment and SA have been updated to reflect a density of 30dph and the revised site boundary.

Development of this site would have the potential to have a positive impact upon the landscape setting of Sawston provided the design makes a generous provision of land to ensure a soft green edge to the east. The site could also provide access from Babraham Road to Site Option 9 to the south, with cycle and pedestrian access at the south western corner of the site to link more directly to the village centre. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation.

Land north of Impington Lane, Impington (site options 14 and 15 I&O1)

Expected completions during the plan period are 25 dwellings. This is a lower figure than the 35 dwellings that the Issues & Options 1 consultation describes as the total capacity of the two sites. The density of development has reduced from 40dph in Issues & Options 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The sustainability appraisal of the site remains a sound assessment of the site.

Although currently in the Green Belt, the site is capable of integrating development into the village with minimal impacts to the historic and natural environment, landscape and townscape through careful design. It can be designed to mitigate impact on the Conservation Area and nearby Listed Buildings, and to create a significant landscape buffer along the boundary of the site to provide a soft green village edge. The site avoids areas of flood zones 2 and 3 to the north. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to any necessary additional capacity in local schools.

Land off New Road and to the rear of Victoria Way, Melbourn (site options 30 and 31 I&O1)

Expected completions during the plan period are 65 dwellings.

The front of this site lies between existing built development and the rear part is contained by the existing cemetery and well screened from the south by hedgerows, tree belts and plantations. Site capable of integrating development into the village with minimal impacts to the historic and natural environment, landscape and townscape through careful design, provided existing hedgerows, tree belts and plantations are maintained to create a soft green village edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution towards additional local school capacity. Site available immediately and capable of delivering houses in the short-term.

Green End Industrial Estate, Gamlingay (site option 33 I&O1)

Expected completions during the plan period are 90 dwellings.

The site is primarily occupied by a wide variety of commercial buildings of no townscape merit, and is run down and in need of improvement. Redevelopment has the potential to improve the townscape in this part of the village and improve vehicular and pedestrian permeability. Whilst it will result in the loss of some employment, part of the site could

provide employment uses that are compatible with residential uses which could result in a significant positive benefit to the existing noise environment. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to additional local school capacity. The site is capable of delivering houses in the short-term.

Land East of Rockmill End, Willingham (site option 46 I&O1)

Expected completions during the plan period are 50 dwellings.

The site is capable of integrating development into the village with minimal impacts to the historic and natural environment, landscape and townscape through careful design, including the creation of a significant landscape buffer to provide a soft green village edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to additional local school capacity. Site available immediately and capable of delivering houses in the short-term.

Land at Bennell farm West Street, Comberton (site option H10 I&O2 part 2)

Expected completions during the plan period are 90 dwellings This is a lower figure than the capacity of 115 dwellings subject to consultation through Issues and Options 2013 part 2. This reflects that a substantial part of the site will be used to provide a community football pitch with changing rooms, and car parking to serve both the community and Comberton Village College. A revised SA has been prepared to reflect this.

Although located at a proposed Minor Rural Centre, the site offers specific opportunities. Part of the site to be used to provide public benefits which could include parking for Comberton Village College and for recreation use, and the affordable housing provision to be of equal benefit to the villages of Toft and Comberton.

The site is surrounded by mature boundary landscaping comprising hedgerows and trees which effectively hide it from view. Development of the site to a lower density to merge into this part of the village would have little impact on the landscape and townscape setting of the village and would not impinge upon the linear nature of development in the most historic parts of the village. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation. Sustainable Drainage Systems to be used to ensure water run-off from the site is no worse than the existing situation. Site available immediately and capable of delivering houses in the short-term.

The Revised Strategy for the Cambridge Area

The Councils identified the preferred package of housing sites to include in their Local Plans to meet their identified objectively assessed needs. The table below shows the level of development proposed at each stage of the development sequence:

CAMBRIDGE AND SOUTH CAMBRIDGESHIRE HOUSING 2011 TO 2031					
	Existing Completions and Commitments (both areas)	New Sites Cambridge	New Sites South Cambs	TOTAL	Percentage
Cambridge Urban	3,287	3,324	0	6,611	20

Area					
Edge of Cambridge	11,361	430	100	11,891	35
New Settlements	5,965	0	4,370	10,335	31
Villages	3,853	0	895	4,748	14
TOTAL	24,466	3,754	5,365	33,585	100

The development strategy identified includes development at a number of levels in the sequence taking account of the opportunities and constraints identified. Cambridge remains the focus of the development strategy comprising 55% of the housing requirement 2011 to 2031. This is comparable with and slightly higher than the 52% in the Structure Plan strategy.

Only minor additional Green Belt development potential was identified on the edge of Cambridge in addition to the extensive existing commitments because of the significant harm this would cause to the purposes of the Green Belt. The additional dwellings, added to those already committed, mean that 35% of all new development is planned on the edge of Cambridge, compared with 25% in the Structure Plan.

In addition to the new settlement at Northstowe, the strategy proposes additional new settlements in the medium term at Bourn Airfield, and in the longer term Waterbeach Barracks. This will enable infrastructure investment to be focused to maximise benefits, maximise travel by non-car modes, support the re-use of significant previously developed sites, and reduce the need for further development at villages as the final and least sustainable stage in the development sequence, although some village development is proposed to provide flexibility.

At the village level, development will be focused on the more sustainable villages with the best range of services and facilities, including taking account of opportunities to utilise previously developed land.

A comparison with the Structure Plan 2003 strategy is provided below.

	Structure Plan 1999 to 2016	Percentage	New Strategy 2011 to 2031	Percentage
Edge of Cambridge	8,000	25	11,891	35
New Settlements	6,000	18	10,335	31
Villages	9,600	30	4,748	14

4 Results of the Appraisal of the Submission Draft Local Plan

4.1 Introduction

Many stages of the local plan have been subject to Sustainability Appraisal. To ensure that this SA Report remains as concise and readable as possible, this section of the report outlines only this stage of the appraisal. That is, the appraisal of the Submission Draft Local Plan. Table 4.1 outlines where the results of previous stages of the appraisal can be found.

Stage of the plan	A summary of the results is available...	Full results are available...
Local Plan Issues and Options Report	Initial Sustainability Appraisal (July 2012) Non-Technical Summary	Initial Sustainability Appraisal (July 2012)
Issue and Options 2 Part 1 - Development Strategy and Site Options on the Edge of Cambridge (January 2013)		Issues and Options Appraisal of Development Strategy and Site Options on the Edge of Cambridge
Issue and Options 2 Part 2 - South Cambridgeshire Further Site Options		Local Plan Initial SA Supplementary Report to accompany Issues and Options Part 2 January 2013
Single Issue Consultation on a Football Stadium at Sawston		The consultation document included a Sustainability Appraisal of the single site option.
Appraisal of the Submission Draft Local Plan document	The summary of this latest stage of the plan is presented in this section (Section 4) of Part 3 of this SA report.	The full assessment matrices are shown in Appendix 5 of Part 3 of this SA report.

The full results of the appraisal of the Proposed Submission Local Plan are reported in Appendix 5 to this report.

4.2 Significant effects identified

The assessment sought to identify whether positive or negative effects could occur as a result of the policies and site allocations set out within the draft Local Plan. Table 4.1 summarises the potential significant positive and significant negative sustainability (environmental) effects of the plan. A number of potential minor negative and uncertain

effects were identified through the assessment and these are set out within Table 4.2.1 to 4.2. The South Cambridgeshire District Council's response to the proposed mitigation measures will be included in the final report.

Significant positive and significant negative sustainability effects of the plan.

Tables 4.1.1 - 4.1.9

Table 4.1.1: Summary of the significant effects identified within the SA: Spatial Strategy			
SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	Policy S/12	Policy S/5, Policy S/6,	The impacts of Policy S/5 are mitigated through the individual site allocation policies and the application of general protection policies within the Local Plan.
3. Pollution		Policy S/5	
6. Green spaces	Policy S/6		
7. Landscape and Townscape	Policy S/4		
8. Heritage	Policy S/4		
15. Housing	Policy S/5 ,Policy S/6 Policy S/8 and S/9 ,Policy S/10, Policy S/11,Policy S/12		
17. Services	Policy S/6 Policy S/8 Policy S/12		
19. Economy	Policy S/5		
20. Work	Policy S/5 Policy S/6 Policies S/8 and S/9		
21. Investment	Policy S/6 Policy S/7 Policies S/8 and S/9		
22. Travel	Policy S/6		
23. Trans. Infr.	Policy S/6 Policy S/7 Policy S/8 Policy S/12		

Table 4.1.2: Summary of the significant effects identified within the SA: Strategic Sites

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil		SS/7	
5. Habitats	SS/7		
6. Green spaces	SS/7, SS/8		
14. Open Space	SS/7		
15. Housing	SS/7		
17. Services	SS/7		
18. Communities	SS/7		
19. Economy	SS/7		
20. Work	SS/7		
22. Travel	SS/1, SS/7		

Table 4.1.3: Summary of the significant effects identified within the SA: Climate Change

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy CC/4 Policy CC/6		
3. Pollution	Policy CC/7		
10. Climate mitig.	Policy CC/1 Policy CC/2 Policy CC/3 Policy CC/4		
11. Climate adapt.	Policy CC/1 Policy CC/4 Policy CC/9		

Table 4.1.4: Summary of the significant effects identified within the SA: Delivering High Quality Places

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy HQ/1		
5. Habitats	Policy HQ/1		
6. Green spaces	Policy HQ/1		

Table 4.1.4: Summary of the significant effects identified within the SA: Delivering High Quality Places

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
7. Landscape and Townscape	Policy HQ/1		
8. Heritage	Policy HQ/1		
9. Places	Policy HQ/1		
10. Climate mitig.	Policy HQ/1		
11. Climate adapt.	Policy HQ/1		
13. Crime	Policy HQ/1		
16. Inequalities	Policy HQ/1		

Table 4.1.5: Summary of the significant effects identified within the SA: Protecting and Enhancing the Natural and Historic Environment

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	Policy NH/3		
4. Prot. Sites	Policies NH/4 and NH/5 Policy NH/6 Policy NH/7		
5. Habitats	Policies NH/4 and NH/5 Policy NH/6 Policy NH/7		
6. Green spaces	Policy NH/6		
7. Landscape and Townscape	Policy NH/2 Policies NH/8, NH/9 and NH/10 Policy NH/11		
8. Heritage	Policy NH/8 Policy NH/14 Policy NH/15		
10. Climate mitig.	Policy NH/15		
11. Climate adapt.	Policy NH/6 Policy NH/15		

Table 4.1.6: Summary of the significant effects identified within the SA: Delivering High Quality Homes

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures

Table 4.1.6: Summary of the significant effects identified within the SA: Delivering High Quality Homes

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	SP/3, SP/6, SP/7, H9, H10, H11, Hx:1		
2. Waste	H16		
7. Landscape and Townscape	SP/3		
9. Places	SP/3		
12. Health	SP/7, H16		
15. Housing	H2, H3, H4, H5, H6, H7, H8, H9, H10		
16. Inequalities	H2, H3		
17. Services	Hx (Housing Allocations), H1		
21. Investment	Hx (Housing Allocations),		
22. Travel	H1		
23. Trans. Infr.	Hx (Housing Allocations),		

Table 4.1.7: Summary of the significant effects identified within the SA: Building a Strong and Competitive Economy

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	Policy E/1 Policies E/2 and E/3 Policy Ex/2 Policy SP/4 Policy SP/5 Policy E/6 Policies E/10 and E/11 Policy E/13		
5. Habitats	Policy SP/4		
6. Green spaces	Policy Ex/2		
7. Landscape and Townscape	Policy E/1 Policy E/12		
9. Places	Policy E/1		
19. Economy	Policy E/1 Policy Ex1 Policy E16		
20. Work	Policy E/1 Policy Ex1		

Table 4.1.7: Summary of the significant effects identified within the SA: Building a Strong and Competitive Economy

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
	Policy Ex2		
21. Investment	Policy E/1		
22. Travel	Policy E/1 Policy Ex1 Policy Ex2 Policies E11, E12 and E14		

Table 4.1.8: Summary of the significant effects identified within the SA: Promoting Successful Communities

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
6. Green spaces	SC/7, SC/8		
12. Health	SC/14		
14. Open space	SC/7, SC/8		

Table 4.1.9: Summary of the significant effects identified within the SA: Transport and Infrastructure

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy TI/8		
3. Pollution	Policy TI/2		Mitigation measure: Monitoring of car parking standards should be set up to ensure standards are helping to meet the objectives of the Local Plan.
4. Prot. Sites			
5. Habitats	Policy TI/8		
6. Green spaces	Policy TI/8		
10. Climate mitig.	Policy TI/4		
11. Climate adapt.	Policy TI/8		
12. Health	Policy TI/6 Policy TI/8		
16. Inequalities	Policy TI/9		
17. Services	Policy TI/8		
19. Economy	Policy TI/4		
22. Travel	Policy TI/1		
23. Trans. Infr.	Policy TI/1 Policy TI/8		

Minor negative and uncertain sustainability effects of the plan.

Tables 4.2.1 to 4.2.9

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	S/8, S/9, S/10		
3. Pollution	S/6		
4. Prot. Sites	S/4, S/6, S/6		
5. Habitats	S/4, S/6, S/6, S/8, S/9		
6. Green spaces	S/11		
7. Landscape and Townscape	S/5		
8. Heritage	S/5		
10. Climate mitig.	S/5		
12. Health	S/6	S/6	

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
3. Pollution	SS/1, SS/2, SS/3, SS/6,	SS/7	
4. Prot. Sites	SS/2		
5. Habitats	SS/4, SS8		
7. Landscape and Townscape	SS/2		
8. Heritage	SS/2, SS/7		

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
3. Pollution	Policy CC/5		

Table 4.2.3: Summary of the uncertain or minor negative effects identified within the SA: Climate Change

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
7. Landscape and Townscape	Policy CC/2 Policy CC/3		
8. Heritage	Policy CC/3		
9. Places	Policy CC/3		

Table 4.2.4: Summary of the uncertain or minor negative effects identified within the SA: Delivering High Quality Places

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. All SA objectives	None identified	None identified	

Table 4.2.5: Summary of the uncertain or minor negative effects identified within the SA: Protecting and Enhancing the Natural and Historic Environment

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	Policy NH/6		

Table 4.2.6: Summary of the uncertain or minor negative effects identified within the SA: Delivering High Quality Homes

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	H12, H13, H14, H15,	Hx:2, Hx:3, Hx:4, Hx:5, Hx:7	
3. Pollution	H14		
4. Prot. Sites	H8, H10, H11		
5. Habitats	H8, H10, H/x Moorings		
7. Landscape and Townscape	SP/7, H4, H8, H11, Hx:4, H/x Moorings	Hx:4	
8. Heritage	SP/3, H8, H11, Hx:4	Hx:4	
10. Climate mitig.	H2. SP/3		

Table 4.2.6: Summary of the uncertain or minor negative effects identified within the SA: Delivering High Quality Homes

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
15. Housing	H2, SP/3		
22. Travel	SP/7		

Table 4.2.7: Summary of the uncertain or minor negative effects identified within the SA: Building a Strong and Competitive Economy

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy E/1		
3. Pollution	Policy E/1 Policy SP/9 Policy SP/4		
4. Prot. Sites	Policy SP/5		
7. Landscape and Townscape	Policy SP/4 Policy E/13	Policy E/2	
8. Heritage	Policy SP/4 Policy SP/5 Policy E/13		
9. Places	Policy E/13	Policy E/2	
10. Climate mitig.	Policy SP/4 Policy Ex2		
11. Climate adapt.	Policy SP/4		
22. Travel	Policy SP/4 Policy E/10 Policy E/13 Policy E/15		

Table 4.2.8: Summary of the uncertain or minor negative effects identified within the SA: Promoting Successful Communities

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	SC/4, SC/5, SC/6, SC/7, SC/8		
4. Prot. Sites	SC/1, SC/5,		
5. Habitats	SC/1, SC/5,		
6. Green spaces	SC/5,		
7. Landscape and Townscape	SC/1, SC/5,		
8. Heritage	SC/1, SC/5,		
22. Travel	SC/1		

Table 4.2.9: Summary of the uncertain or minor negative effects identified within the SA: Transport and Infrastructure

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	TI/9		
3. Pollution	TI/3, TI/9		
4. Prot. Sites	TI/1, TI/9		
5. Habitats	TI/1, TI/9		
7. Landscape and Townscape	TI/9		
8. Heritage	TI/9		
10. Climate mitig.	TI/3		
22. Travel	TI/3		
23. Trans. Infr.			

4.3 Cumulative assessment

The SEA Regulations require an assessment of cumulative effects. Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect. The term can also be used to describe synergistic effects, which interact to produce a total effect greater than the sum of the individual effects.

Two forms of cumulative effects assessment has been undertaken following the assessment of the individual policies.

- Cumulative effects assessment considering the potential cumulative effects of other programmes, plans, policies and projects with the effects of the Local Plan
- Cumulative effects assessment of the polices within the Local Plan

Cumulative effects have been identified following the appraisal of individual policies and once the whole Local Plan could be reviewed as one document. A number of programmes, plans, policies and projects have been identified as potentially having effects on receptors within the area. The programmes, plans, policies and projects have been identified on the basis of forthcoming activities / development which would occur within the plan period and relate only to published plans or related documents (such as options consultation documents).

The cumulative assessment is presented in Tables 4.3 (potential cumulative effects with other plans) and 4.4 (potential cumulative effects within the Local Plan).

Table 4.3: Potential cumulative effects (other plans and programmes)				
Plan or programme	Potential cumulative effect	Mitigation / enhancement measures needed	Response to mitigation	Residual effects
Other South Cambridgeshire Plans or Joint Authority Plans				
Waterbeach New Town Area Action Plan – proposed by the Local Plan	<p>This AAP, proposed in the Local Plan, will set out issues and requirements for:</p> <ul style="list-style-type: none"> • the site, including consideration of the relationships with Denny Abbey and Waterbeach Village • the phasing and delivery of a mix of land uses, including employment provision and a town centre • measures to address landscape, townscape and historic setting of the town and surrounding area, and deliver a high quality new development • delivery of a significant network of Green Infrastructure • significant improvements in public transport • measures to promote Cycling and Walking 	None at this stage. This plan has not yet been created.		

Table 4.3: Potential cumulative effects (other plans and programmes)				
	<ul style="list-style-type: none"> • highway improvements • sustainable design and construction • infrastructure requirements • arrangements for foul drainage and sewage disposal • community development • site preparation • delivery, including requirements for engagement and consultation with local people and stakeholders <p>If successful, the AAP should contribute to mitigating the potential negative effects of the Waterbeach development (e.g. on setting of Denny Abbey, landscape character, transport) and enhance potential positive effects (e.g. provision of green infrastructure).</p>			
Bourne Airfield Area Action Plan– proposed by the Local Plan	<p>This AAP, proposed in the Local Plan, will set out issues and requirements for:</p> <ul style="list-style-type: none"> • the site, including the extent of the built area • the phasing and delivery of a mix of land uses, including employment and 	None at this stage. This plan has not yet been created. The AAP should be subject to Sustainability Appraisal		

Table 4.3: Potential cumulative effects (other plans and programmes)			
	<p>services</p> <ul style="list-style-type: none"> • measures to address landscape, townscape and historic setting of the new village, and deliver a high quality new development • delivery of a significant network of Green Infrastructure • significant improvements in public transport • measures to promote Cycling and Walking • highway improvements • sustainable design and construction • infrastructure requirements • community development • site preparation • delivery, including requirements for engagement and consultation with local people and stakeholders <p>If successful, the AAP should contribute to mitigating the potential negative effects of the Bourn Airfield development (e.g. landscape character, transport) and enhance potential positive effects (e.g. provision of green</p>		

Table 4.3: Potential cumulative effects (other plans and programmes)				
	infrastructure).			
Cambridge East Area Action Plan – Adopted 2008	<p>The Area Action Plan for Cambridge East identifies the site for a sustainable new urban quarter of approximately 10,000 to 12,000 dwellings and associated development as well as the off-site infrastructure needed to deliver and serve the urban quarter.</p> <p>The Local Plan proposes amendments to two of its policies, bringing forward development north of Newmarket Road and north of Cherry Hinton, and safeguarding the remainder of the airport site for potential development beyond 2031.</p> <p>The sustainability appraisal of this plan highlights the effect of development on water and energy supply, and on waste of the full scale of development envisaged by the original AAP.</p> <p>However, this will be mitigated by design policies which require high standards of sustainability.</p>	<p>Co-ordination of the transport measures for all phases of development in the Cambridge East Area Action Plan with the measures to deliver a new town at Waterbeach and development in the Cambridge Local Plan.</p> <p>Co-ordination of service and infrastructure delivery with all other planned development in the Cambridge Local Plan and the South Cambridgeshire Local Plan.</p> <p>Co-ordination of the delivery plans of infrastructure providing organisations with the timing of development at Cambridge East.</p>	<p>These issues are addressed by the policies for Cambridge East included in the Proposed Submission Local Plan, which seeks a coordinated approach to infrastructure provision and mitigation.</p>	
Northstowe Area Action Plan	<p>The Area Action Plan for Northstowe identifies the site for a sustainable new town with a target size of 10,000</p>	<p>Co-ordination of the transport measures for all phases of development in the Northstowe Area Action Plan with the</p>	<p>Resolution to grant outline planning permission has been made for the 1st phase of development at Northstowe</p>	

Table 4.3: Potential cumulative effects (other plans and programmes)				
	<p> dwellings and associated development as well as the off-site infrastructure needed to deliver and serve the town. 6,000 homes are now expected to be delivered during the Plan period. The sustainability appraisal of this plan highlights the effect of this scale of development on water and energy supply, and on waste. The additional development proposed in the Local Plan will lead to further negative effects in terms of water, energy and other resources, and in terms of waste generation. However, this will be mitigated in both cases, by design policies which require high standards of sustainability.</p>	<p>Highways Agency's proposals to upgrade the A14 trunk road.</p> <p>Co-ordination of service and infrastructure delivery with all other planned development in the Cambridge Local Plan and the South Cambridgeshire Local Plan.</p> <p>Co-ordination of the delivery plans of infrastructure providing organisations with the timing of development at Northstowe.</p>	<p>subject to these matters being addressed in the S106 Agreement which covers the delivery of required services and infrastructure.</p> <p>For the remainder of the site, these issues are addressed by the policies for these sites included in the Proposed Submission Local Plan, which seek a coordinated approach to infrastructure provision and mitigation.</p>	
Cambridge Northern Fringe East	<p>Proposals for this site will be further developed through an Area Action Plan. There are opportunities for positive impacts for the surrounding area through delivery of the Chesterton Science Park Station, which will provide a transport interchanged linked with the guided bus way. It will improve accessibility of this area, which includes significant employment sites such as the</p>	<p>None at this stage. The Area Action Plan has not yet been created. The AAP should be subject to Sustainability Appraisal</p>		

Table 4.3: Potential cumulative effects (other plans and programmes)				
	Cambridge Science Park. It offers significant benefits as part of a wider transport strategy for the Cambridge area.			
Cambridge Southern Fringe Area Action Plan – Adopted February 2008	<p>A sustainable new urban extension to Cambridge is proposed at the Cambridge Southern Fringe. The urban extension crosses the South Cambridgeshire / Cambridge City boundary. Much of the built development lies within Cambridge City and is addressed in the Cambridge Local Plan.</p> <p>This Area Action Plan establishes an overall vision for that part of this new urban extension, which lies within South Cambridgeshire including its relationship with Cambridge and its surrounding countryside setting. It identifies the site within South Cambridgeshire for approximately 600 dwellings and associated development at Trumpington West, in the parish of Haslingfield, as well as the off-site infrastructure needed to deliver and serve the urban extension as a whole. As with other AAPs the</p>	<p>Co-ordination of service and infrastructure delivery with all other planned development in the Cambridge Local Plan and the South Cambridgeshire Local Plan.</p> <p>Co-ordination of the delivery plans of infrastructure providing organisations with the timing of development at Northstowe.</p>	Outline planning permission has been granted for the development proposed in the Cambridge Southern Fringe Area Action Plan. These matters are addressed in the S106 Agreement which covers the delivery of required services and infrastructure.	

Table 4.3: Potential cumulative effects (other plans and programmes)				
	SA highlights that there is an impact on energy, water and waste, but this is relatively minor given the small scale of development at Trumpington West.			
North West Cambridge Area Action Plan DPD Adopted 2009	<p>The North West Cambridge AAP addresses development at North West Cambridge, between Madingley Road and Huntingdon Road, which will predominantly be for the long-term needs of Cambridge University. This will include key worker housing for University staff, student housing and new faculty buildings and research facilities and also market housing. The AAP also sets out the necessary proposals for linking the site to Cambridge and the surrounding transport network as well as landscape, recreation and access proposals in Girton Parish.</p> <p>The SA of this AAP highlights the important interactions between this site and the NIAB site (included in the Local Plan). Specifically:</p> <ul style="list-style-type: none"> the need to prevent further incremental development resulting from this 	<p>Need to protect the green corridor which runs through the site to prevent further incremental development.</p> <p>Mitigation of the cumulative impacts from an overlap in the construction phases, e.g. construction management plans, traffic routing etc.</p> <p>Need for consideration of transport infrastructure capacity in this corridor and provisions for public transport and walking/cycling.</p>	Transport impacts of existing planned developments have been included in transport modelling, and the development of the Cambridge and South Cambridgeshire Transport Strategy.	

Table 4.3: Potential cumulative effects (other plans and programmes)			
	<p>development and the NIAB development</p> <ul style="list-style-type: none"> • the potential benefits of the development of this site for future residents of the NIAB site in terms of access to employment opportunities, services and facilities both in the area covered by the AAP and in Cambridge via the improved transport infrastructure • the potential benefits in terms of meeting energy needs via a district heating scheme • risks associated with the construction periods on the AAP site and the NIAB site overlapping <p>The SA also highlights issues in the area with regard to surface water and foul water drainage and water use, which may have implications for the NIAB site. These issues have been addressed with statutory bodies, including the Environment Agency and Anglian Water. The sites are being planned to reduce flood risk downstream by controlling runoff rates.</p>		

Table 4.3: Potential cumulative effects (other plans and programmes)				
	<p>The North West Cambridge development may impacts on the same transport corridor as the Bourne Airfield and Cambourne West sites, which could lead to negative cumulative impacts on the transport network in terms of increased congestion, and resulting impacts on air quality, pollution and amenity. Significant opportunities for sustainable modes are built into the Area Action Plan.</p>			
Cambridgeshire Plans				
<p>Cambridgeshire & Peterborough Minerals and Waste LDF (Core Strategy 2011, Site Specific Proposals 2012)</p>	<p>The Site allocations in the Local Plan could lead to the sterilisation of some minerals reserves. Of particular prevalence in the area are reserves of sand and gravel. The most significant site is the Waterbeach New Town development, although the significance of this in the context of the scale of the wider resource is understood to be limited.</p> <p>The Minerals & Waste LDF suggests that between five and 13 MRF facilities will be required across the LDF area by 2026 and it suggests that specific provision needs to be</p>	<p>Consider the policies and allocations in the Minerals and Waste LDF when developing policies and making site allocations in the Local Plan, particularly with regard to Waterbeach New Town.</p> <p>Consider phasing of development proposed in Local Plan with timing of development of new waste facilities.</p>	<p>The Waterbeach Sewage Treatment works will require relocation to accommodate the new town development.</p>	

Table 4.3: Potential cumulative effects (other plans and programmes)			
	<p>made for the Cambridge/South Cambs/East Cambs area. In addition, a network of household recycling centres is proposed, including a number of new facilities in S Cambs. This decentralised approach to waste treatment should help to mitigate the potential negative impacts associated with the additional waste generation from the new development proposed in the Local Plan, e.g. through minimising the distance travelled by collected waste and the associated emissions and pollution. These effects are uncertain because the specific number and locations of the facilities are unknown.</p> <p>There may be negative cumulative effects for residential amenity if construction of new waste facilities coincides with the construction phases of the development proposed in the Plan.</p> <p>The Waterbeach New Town site will impact on Waterbeach sewage treatment works. We understand that discussions are ongoing with the site promoters and Anglian Water</p>		

Table 4.3: Potential cumulative effects (other plans and programmes)				
	regarding its relocation.			
Cambridgeshire Local Transport Plan 2011-2026	<p>The Local Transport Plan recognises that the large-scale growth planned across the county, with the associated pressure on the transport network and the environment, presents risks in terms of increased congestion and carbon dioxide emissions and worsening air quality. In parallel, it suggests that many rural areas of the county continue to suffer from poor access to key services and leisure facilities and the risk of social exclusion.</p> <p>In addressing these risks and others, the LTP has the potential for positive cumulative effects in terms of improving accessibility and reducing exclusion, as well as helping to mitigate the potential negative effects associated large scale new development.</p> <p>A new transport strategy for Cambridge and South Cambridgeshire is also under development which will seek to align and integrate with the two Local Plans.</p>	Need for particular consideration of cumulative transport impacts on the A428 corridor in the development of the transport strategy for Cambridge and South Cambridgeshire, given the level of development proposed at Bourn Airfield and Cambourne West.	This is addressed by the policies for these sites included in the Proposed Submission Local Plan, which seek a coordinated approach to infrastructure provision.	
Cambridgeshire Green	Provides a county-wide	Reflecting the priorities identified	These issues are addressed	

Table 4.3: Potential cumulative effects (other plans and programmes)				
Infrastructure Strategy	<p>strategy for green infrastructure including a 'Strategic Network' of Green Infrastructure priorities for Cambridgeshire. It suggests that Green Infrastructure should be an integral part of new settlements and growth sites in the district, that links between Cambridge, the fringe sites, the surrounding area, and across and around the City will be key and that there may also local opportunities to enhance Green Infrastructure around and between villages.</p> <p>By securing improvements in green infrastructure as part of the development proposed in the Local Plan there are opportunities for significant positive cumulative effects with the wider green infrastructure priorities and proposals contained in this strategy.</p>	<p>for South Cambridgeshire in the policies and site allocations in the Local Plan. The priorities are:</p> <p>Providing Green Infrastructure to meet the needs of the expanding population of the district, Cambridge and sub-region.</p> <p>Securing new and enhanced Green Infrastructure and improved links to the wider network as part of the major developments on the Cambridge fringes and at Northstowe.</p> <p>Seeking opportunities with all new developments to incorporate and link to Green Infrastructure.</p> <p>Connecting and reinforcing habitats and landscape features.</p> <p>Conserving, enhancing and increasing the enjoyment of the district's rural and historic character.</p> <p>Improving access to Green Infrastructure across the District.</p> <p>Engaging with and supporting people, groups and initiatives to help deliver Green Infrastructure.</p> <p>Making real improvements to places and quality of life.</p> <p>Reducing the causes and impacts of climate change.</p>	<p>through a number of policies in Proposed Submission Local Plan. There are district wide policies seeking delivery of green infrastructure, and policies proposing major developments seek specific opportunities.</p>	

Table 4.3: Potential cumulative effects (other plans and programmes)			
Other Authorities' Plans			
<p>Neighbouring Local Plans:</p> <ul style="list-style-type: none"> Cambridge Local Plan 2006 (currently subject to review) Huntingdonshire Core Strategy DPD –adopted 2009 & Development Management DPD Submission 2010 – (currently subject to review) East Cambridgeshire Core Strategy DPD – Adopted 2009 (currently subject to review) 	<p>The principal cumulative effects associated with neighbouring plans are considered to be:</p> <ul style="list-style-type: none"> the negative cumulative effects of planned development on resource use and waste generation. This is an inevitable consequence of the new development needed to meet housing and employment growth requirements but can be mitigated to some degree by design policies to ensure the most sustainable forms of development Cumulative increase in water use. The Cambridge Water area covers Cambridge, South Cambridgeshire and parts of Huntingdonshire. Potential impacts on water quality through increased waste water. the cumulative loss of agricultural land. All of the Cambridgeshire Authorities are planning for significant 	<p>Need for sustainability standards in design policies to be kept under review, particularly with regard to water use. The three emerging development plans for the water company area propose water efficiency standards higher than building regulations.</p> <p>Continue to work with waste water authorities to ensure that water quality standards are maintained.</p> <p>.Transport plans will need to consider the cumulative impacts of planned growth, particularly with regard to the A428 and A10 corridors.</p> <p>Need to ensure Local Plans reflect the priorities identified in the Green Infrastructure Strategy.</p>	

Table 4.3: Potential cumulative effects (other plans and programmes)			
	<p>levels of development, some of which will be on agricultural land. Even the Cambridge City Local Plan will include development on the fringes of Cambridge that will utilise agricultural land.</p> <ul style="list-style-type: none"> • the sterilisation of economic mineral reserves. There are a number of sites in surrounding areas Plans which fall in minerals safeguarding areas. However, the safeguarding areas are extensive in nature, particularly for sand and gravel, so even the cumulative losses may not be significant given scale of the resource and consultation mechanisms are in place via the Minerals & Waste Local Plan. • potential synergistic effects in terms of green infrastructure networks, 		

Table 4.3: Potential cumulative effects (other plans and programmes)			
	<p>habitat networks & green space, particularly associated with large scale new developments. All Cambridgeshire authorities are covered by the Cambridgeshire Green Infrastructure Strategy, which provides a cross-boundary approach and identifies priorities for each district.</p> <ul style="list-style-type: none"> • cumulative negative effects associated with development in and around the A428 corridor – congestion, air quality, pollution, safety, amenity. The S Cambs Local Plan includes significant development in this corridor (in addition to dwellings still to be delivered at Cambourne and Papworth Everard) and the Huntingdonshire Core Strategy proposes 2,650 new homes in St Neots and recognises the need for high quality public 		

Table 4.3: Potential cumulative effects (other plans and programmes)			
	<p>transport to be provided on the A428.</p> <ul style="list-style-type: none"> • similar transport issues on the A10 corridor, where developments are planned in Ely, and other parts of East Cambridgeshire. The draft East Cambridgeshire Local Plan recognises the need for investment in this corridor. It will be important that transport issues are addressed comprehensively. 		

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
<p>Cumulative effects on the Best and Most Versatile Agricultural Land Site allocations for development</p>	<p>Providing for the predicted levels of growth in the Plan Area will lead to the need to allocate greenfield land for development, much of which is agricultural and of high Grade, (although a portion of sites are actually disused agricultural land) particularly as there is a limited supply of previously developed land available for development.</p> <p>New site allocations have been chosen to maximise the use of appropriate available brownfield land, in particular the additional 2 new settlements based on former airfields at Waterbeach and Bourn and village sites at Sawston and Gamlingay which helps to minimise the cumulative impact on agricultural land whilst considering the impact on other sustainability objectives.</p> <p>The phasing policy in the plan (S/12) allows for development on previously developed land to be brought forward should the expected delivery not be achieved or that the housing trajectory indicates increased needs.</p> <p>The impacts of the allocations are mitigated through the individual site allocation policies and the application of general protection policies within the Local Plan. However, there will be some residual environmental impacts where agricultural land is lost to development. However, owing to the scale of growth in the Plan Area there is likely to be significant cumulative negative effects.</p>		<p>Site allocations have been chosen to minimise the cumulative impact on agricultural land whilst considering the impact on other sustainability objectives.</p>	<p>Although the plan has sought to minimise the loss of agricultural land, there will be a residual unavoidable permanent loss of agricultural land which is cumulatively likely to be significant across the plan area.</p>
<p>Cumulative effects on waste and resource use (levels of</p>	<p>There is likely to be a large amount of built development in the Local Plan area over the life of the plan and beyond. This will increase use of resources such as energy, minerals and water and could lead to increases in waste</p>			

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
development)	generation. However, the sustainable construction policy within the Local Plan sets strict performance criteria for new development. If these measures are successful the impact on energy and natural resources should be minimised.			
Cumulative effects on air quality (levels of growth in the plan area)	<p>Development on the scale envisaged by the plan will inherently lead to adverse impacts on air quality associated with population growth. Increased traffic movements would lead to adverse impacts on air quality.</p> <p>Static emissions resulting from development will be addressed by addressed by national pollution control regime requirements.</p> <p>The development strategy, in Policy S/6, is conceived to contribute to minimising the negative impacts from traffic journeys generated by the level of growth. It does this by directing development towards the most sustainable locations which with good access to higher order services which inherently reduces the need to travel. This in combination with the provision of sustainable transport for these locations will further contribute to minimising traffic emissions. However, the air quality impacts from the proposed levels of growth cannot be fully mitigated to neutral.</p>	None.		
Cumulative effects on dark skies (light pollution)	<p>The levels of development in Plan Area will inherently lead to potential impacts on the dark sky resource through the introduction of light into areas which are currently dark.</p> <p>The Local Plan contains a specific policy which requires that light spill is minimised.</p>			

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
Cumulative effects on landscape character	The levels of growth in Plan Area will inherently lead to potential impacts on landscape character resulting from development. However, strategic allocations policies require development to respect local character and some require Landscape Strategies. Housing allocations and unallocated development will be subject to Local Plan policies to protect and enhance landscaper character. If these measures are successful the impact on the District’s landscape character should be minor negative.			
Cumulative effects on townscape character	The level of development in the Plan Area has the potential for negative effects on the Green Belt, in particular that surrounding Cambridge which is important for preserving the character of the City. The development strategy allows development on the edge of Cambridge where this is demonstrated through the Green Belt Review to have detrimental impacts on the steers development away from the edge of Cambridge			
Cumulative effects on biodiversity and green infrastructure	There is the potential for cumulative adverse impacts on biodiversity, including in particular the potential for habitat loss and fragmentation, resulting from the level of growth proposed in the Local Plan. The Local Plan requires all development to consider impacts on biodiversity through Policy NH/4 Biodiversity which requires ecological assessments to be provided with proposals with likely impacts on biodiversity. Several of the site allocation policies also provide for biodiversity mitigation and enhancements, some of which will be significant, (such as those for the new settlements) and green infrastructure requirements beyond the general local plan policy			

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
	<p>requirements.</p> <p>With these mitigation and enhancement measures there are likely to be positive synergistic effects on biodiversity in particular with regards the provision of green infrastructure networks</p>			
<p>Cumulative effects on Health (levels of growth in the plan area)</p>	<p>The Plan will encourage higher levels of walking and cycling by locating development accessible to services and facilities by non-car modes and providing dedicated high quality walking and cycling networks as part of major new developments, including for leisure.</p> <p>Policies require open space to be delivered to meet the need generated by development, and open space allocations are also identified in some villages where there is an existing shortfall and they were supported by Parish Councils. The plan also seeks the enhancement of a network of Green Infrastructure, reflecting the Cambridgeshire wide Green Infrastructure Strategy particularly taken the opportunity provided by the new strategic sites.</p> <p>A range of policies seek to ensure development support good health. This includes ensuring that development takes place in suitable environmental conditions, and has access to services and facilities, including health facilities.</p>			
<p>Cumulative effects on Housing (levels of growth in the plan area)</p>	<p>The plan seeks to deliver housing to meet the objectively assessed needs of the area, including for Gypsies and Travellers. Policies also seek to address specific needs of different groups within the community and maximises provision of affordable housing compatible with ensuring</p>			

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
	<p>mixed and balanced communities. An appropriate mix of house sizes and types is required, including minimum space standards, housing for older people and the provision of lifetime homes.</p>			
<p>Cumulative effects on sustainable transport (levels of growth in the plan area)</p>	<p>A significant proportion of development in the Cambridge area will continue to take place in and on the edge of Cambridge. The South Cambs local plan has been focused on determining the location of around 15% of the overall growth in the Cambridge area (around 5000 dwellings) which needs to be added to sites from the Local Development Framework 2007-2010 which remain to be developed and were found sound only recently by independent inspectors.</p> <p>The review of the Inner Green Belt boundary, and assessment of sites on the edge of Cambridge identified that further development would cause significant harm to the purposes of the Cambridge Green Belt, with implications for landscape, townscape and heritage objectives. Further sites were therefore not identified. The focus of growth has been on the next stage in the development sequence at new Settlements where high quality public transport can be provided, rather than looking for significant levels of growth at villages.</p> <p>This does mean that where Cambridge is the destination that opportunities for walking and cycling may not appear to be maximised. However, the 2011 census shows that South Cambridgeshire has the sixth highest cycling rates of all English Districts with 22% of the population cycling at least once a week and the 6th highest for regular cycle trips with 8% who cycle at least five times a week. The census</p>			

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
	<p>also shows that similar numbers of Cambridge and South Cambridgeshire residents travel to work by bus.</p> <p>The new settlements offer the opportunity for focused investment in transport infrastructure, and measures to support sustainable transport modes. The transport modelling shows that they will deliver a higher modal share of travel by sustainable modes than a more dispersed strategy.</p> <p>Nevertheless, they will still generate a significant number of trips, and focus journeys onto a smaller number of transport corridors.</p> <p>Policies seek the delivery of new service centres to support strategic developments. This should help ensure people can easily access local services and facilities, and reduce the need for longer journeys. Village development is focused primarily on the larger villages with the best access to services, facilitates, employment and public transport, although some development is proposed at Minor Rural Centres where public transport services are more limited.</p> <p>If these measures are successful the cumulative effects on access to employment, services and facilities should be minor negative but have to be seen in relation to the positive benefits in relation to the environmental benefits of the Green Belt around Cambridge,.</p>			
<p>Cumulative effect of development at Sawston</p> <p>Potential for negative</p>	<p>The additional development of 540 dwellings around Sawston could have potentially negative impacts on the access to services and facilities in Sawston. In particular with regards access to education, regarding provision at Icknield Primary School. Policy H1 clearly requires that</p>	<p>None.</p>		<p>There should be minimal residual effects on local landscape</p>

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
<p>effects on services and facilities, and on landscape, and transport infrastructure</p> <p>(Policies H1/a, H1/b, H1/c)</p>	<p>development contributes to providing additional capacity in local schools, and to the provision of land which would enable the school to expand to meet requirements. The Local Education Authority has formed the Council that there is scope to provide additional capacity in local schools. If these measures are successful the cumulative effects on access to services and facilities should be neutral.</p> <p>Potential for cumulative negative impacts on the landscape character of the Green Belt around Sawston. The site based policies all require landscape enhancements to create a buffer between the built development and the existing farmland. This will improve the current situation where there is an existing abrupt edge to the built development of the village. The intention is to considerably improve on the existing situation, and if these mitigation measures are successful the cumulative impact on the local landscape character is likely to be positive.</p> <p>Potential for cumulative negative impacts on the local highway network around the eastern side of Sawston from the additional traffic generated by the allocated developments. However, each of the policy allocations requires that contributions to highway infrastructure to mitigate for impacts. This could be at Sawston but could also be at the village of Babraham.</p>			character
<p>Cumulative effect of Bourn Airfield and Cambourne West on the A428 corridor</p> <p>(Policy SS/6 and Policy SS/8)</p>	<p>The development of these two new communities has the potential for cumulative negative impacts on the existing transport infrastructure in the A428 corridor. The cumulative transport impacts would primarily be on local roads, the A428 into Cambridge and with regard to public transport links and cycle provision. Both developments will</p>	<p>The Area Action Plan for Bourne Airfield needs to address the potential for cumulative effects.</p>	<p>This will be addressed in the AAP.</p>	

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
	<p>generate impacts and both are required to help mitigate them.</p> <p>Fundamental requirements for each site is that each will be a sustainable development which is highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. They must provide segregated provision for buses and cycle use to enable quicker journeys, greater use and improved safety. Direct links between Cambourne and Bourn Airfield for buses, cycle use and pedestrians are required to reduce impacts on the local transport network and to enable efficient operation of public transport services. These measures should help to encourage a modal shift to more sustainable forms of transport including public transport.</p> <p>Both policies refer to the need to jointly provide for extensive off-site transport infrastructure provision will be required to mitigate transport impacts, particularly between the new village at Bourne Airfield and Cambridge. For both these strategic sites transport assessments are required.</p> <p>Should these measures be successful the cumulative impacts should be reduced to neutral and have the potential to be minor positive.</p>			
<p>Cumulative effect of Bourn Airfield and Cambourne West on the rural landscape character south of the A428 (Policy SS/6 and</p>	<p>The potential for cumulative landscape impact is the risk that a ribbon of urban development would be created south of the A428 which would have an adverse impact on the rural landscape, and that there would also be risk of the new settlements merging with local villages and existing settlements. Policy SS/6 Bourn Airfield seeks to mitigate these potential impacts by requiring strategic landscaping</p>	<p>None.</p>		

Table 4.4: Potential cumulative sustainability effects (Local Plan)				
Policies and Sites	Potential cumulative effect	Mitigation / enhancement measures needed	Response within the Local Plan	Residual effects
Policy SS/8)	<p>for the settlement's boundary. Whilst Policy SS/8 Cambourne West requires a Landscape Strategy addressing the landscaping on the boundary of the settlement to avoid it appearing as part of a ribbon of development south of the A428, to protect the rural character of the A1198 and to mitigate the impact on Caxton village, to be submitted with the first planning application for development of the site.</p> <p>If the landscaping mitigating measures and Landscape Strategy are successful the cumulative effects on landscape character should be minimised.</p>			
<p>Cumulative effect of Bourn Airfield and Cambourne West on secondary education capacity (Policy SS/6 and Policy SS/8)</p>	<p>These two developments have the potential for cumulative localised adverse impacts on the capacity of secondary education facilities resulting from the planned growth at West Cambourne, combined with the growth at the new settlement of Bourn Airfield.</p> <p>The Bourn Airfield policy SS/6 requires that a secondary school is provided according to a trigger point in the planning obligation for the site to ensure timely provision of this key community facility. At least two primary schools and provision for early years childcare will be required.</p> <p>If these mitigation measures are successful the cumulative effects on secondary education will be neutral.</p>	None.		

5 Monitoring Strategy

5.1 Introduction

The SEA Regulations (Regulation 17) require the significant environmental effects of plans and programmes to be monitored, in order to identify at an early stage unforeseen adverse effects, and to be able to take appropriate remedial action.

The monitoring undertaken on the Local Plan will help to:

- Monitor the significant effects of the plan;
- Track whether the plan has had any unforeseen adverse effects; and
- Ensure that action can be taken to reduce / offset the significant effects of the plan.

The requirements of the SEA Regulations focus on monitoring the significant environmental effects so that any unforeseen adverse effects of the plan can be identified at an early stage and appropriate remedial action taken. Therefore, the SA monitoring framework will generally focus on monitoring those effects that are significant or uncertain, where the potential for cumulative effects has been identified, or where the consultation bodies have suggested that monitoring would be appropriate. These are highlighted in bold in the Monitoring programme table below.

The Local Plan process will itself include a comprehensive monitoring programme which is focused on the achievement of the plan's objectives, which may also closely reflect the sustainability objectives. This monitoring programme will enable the Council to track the success of individual policies and also to monitor the baseline environmental, economic and social conditions of the plan area.

Monitoring of SA issues will allow the Council to identify whether the recommended mitigation measures from the SA have been effective and develop further mitigation proposals that may be required where unforeseen adverse effects are identified through the monitoring programme. In some cases monitoring may identify the need for a policy to be amended or deleted, which could trigger a review of the Local Plan, or for further policy guidance to be developed (for example an SPD).

Table 7.1 set outs this draft monitoring programme.

The final SA monitoring programme will be included in the SA adoption statement (once the plan is adopted) and this will reflect any changes made at Public Examination and prior to adoption.

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
Land	Percentage of new and Converted Dwellings on Previously Developed Land Amount and Type of Completed Employment on Previously Developed	The Core Strategy included a target that between 1999 and 2016 at least 37% of new dwellings should wither be located on previously	AMR	Annual

Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	Land Average Density of New Residential Development Completed	developed land or utilise existing buildings		
Pollution (air quality)	Annual average concentration of Nitrogen Dioxide ($\mu\text{g}/\text{m}^3$) (at monitoring points) Annual mean number of days when PM_{10} levels exceeded a daily mean of $50\mu\text{g}/\text{m}^3$ No of declared Air Quality Management Areas and locations within 10% of threshold	Member States are required to reduce exposure to $\text{PM}_{2.5}$ in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/ m^3 by 2015 in these areas. Throughout their territory Member States will need to respect the $\text{PM}_{2.5}$ limit value set at 25	AMR SCDC Air Quality Strategies	Annual
Pollution (Water Quality)	% of surface waters meet the Water Framework Directive 'good' status or better for water quality	'good' status or better for water quality in all river basins by 2015	Environment Agency	Annual
Waste reduction and recycling	Amount of municipal waste arising, and managed by management type and the percentage each management type represents of the waste managed	The Joint Municipal Waste Management Strategy for Cambridgeshire and Peterborough 2008-2022 sets targets for the reduction of household waste sent to landfill of: 50 to 55% household waste by 2015; 55 to 60% of household waste by 2020.	CCC	Annual
Construction waste	Tonnage of construction and demolition waste produced and proportion that is recycled / reused.		Environment Agency	Annual

Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
Biodiversity loss from development	Number of development schemes completing relevant biodiversity avoidance or mitigation measures Amount of new development within, or likely to adversely affect internationally or nationally important nature conservation areas	N/A.		
Biodiversity - Protected sites	Change in area of sites of biodiversity importance (SPA, SAC, RAMSAR, SSSI, NNR, LNR, CWS)		Natural England Condition Monitoring and Local County Wildlife Site data	Annual for SPA, SAC, Ramsar and SSSI, NNR Ad hoc LNR and CWS
Biodiversity - Protected sites	Change in area of sites of biodiversity importance (SPA, SAC, RAMSAR, SSSI, NNR, LNR, CWS) % SSSIs in favourable or unfavourable recovering condition	Better wildlife habitats with 90% of priority habitats in favourable or recovering condition and at least 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition	Natural England Condition Monitoring	Annual
Landscape	% planning permission granted which are inconsistent with local landscape character	N/A	SCDC	Annual
	Areas inconsistent with landscape character	N/A	SCDC Countryside Quality Counts	Annual
Townscape	% of total built-up areas falling within Conservation Areas	N/A	SCDC	Annual
Heritage assets	Number of Listed Buildings and number that are at risk	N/A	SCDC English Heritage – Heritage at Risk Register	Annual

Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	Number of other historic assets, and historic assets at risk	N/A	English Heritage – Heritage at Risk Register	Annual
Places	Satisfaction rating for Quality of the built environment Buildings for Life Assessments – Number of Developments achieving each standard		AMR	Annual
Climate Change	Residential Development assessed for Code For Sustainable Homes Carbon Dioxide emissions by sector and per capita Renewable energy capacity installed by type (in MegaWatts) Kilowatt hours of gas consumed per household per year, Kilowatt hours of electricity consumed per household per year Water consumption per head per day (Cambridge Water Company area) Amount of new development completed on previously undeveloped functional floodplain land, and in flood risk areas, without agreed flood defence measures		AMR	Annual
Health	Life expectancy at birth % of residents with a long-term illness (Census data)		Census data	Annual
Crime	Number of recorded crimes per 1000 people Percentage of people feeling safe after dark		AMR	Annual
Housing	Total and percentage of Dwellings completed that		AMR	Annual

Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	are affordable House price to earnings ratio Delivery of Extracare Housing Number of new Gypsies and Travellers pitches and Travelling Showpeople plots			
Inclusive Communities	% of residents who feel their local area is harmonious % of residents that definitely agree or tend to agree that their local area is a place where people from different backgrounds get on well together Index of multiple deprivation		AMR	Annual
	Amount of new residential development within 30 minutes public transport journey time of key services		AMR	Annual
	% of adults who feel they can influence decisions affecting their local area % of residents that 'definitely agree' and 'tend to agree' that they can influence decisions affecting their local area		AMR	Annual
Economic Activity	Number of People in Employment Annual net change in VAT registered firms Industrial composition of employee jobs		AMR	Annual
Work Opportunities	Percentage of people claiming Job Seekers Allowance % of Residents aged 16-64 in employment and working within 5km of		AMR	Annual

Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	home or at home (Census data) Economic Activity Rate Median Gross Household income			
Investment	Investment Secured for Infrastructure and Community Facilities through developer contributions Percentage of 15/16 year olds achieving 5 or more GCSE/GNVQ passes at A* to C grade		AMR	Annual
Transport	Vehicle flows across the South Cambridgeshire – Cambridge City boundary over 12 hour period		SCDC, Cambridge City Council	Annual
	Cycling trips index		SCDC	Annual
	Congestion – average journey time per mile during the am peak environment		Cambridge County Council	Annual
	Investment secured for transport infrastructure through developer contributions		AMR	Annual
	People killed or seriously injured in road traffic accidents		AMR	Annual
Sustainable transport Car Parking Standards (to ensure standards are helping to meet the objectives of the Local Plan with regards to generating a modal shift towards more sustainable modes of	Number of development schemes implementing minimum or greater provision of cycle parking	N/A	AMR	Annual

Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
transport)				
Reducing journeys made by car	Amount of development within 15 minutes walking distance (1000 meters) and 10 minutes cycling distance (2km) of rural centres	N/A	AMR	Annual

6 Next Steps and how to comment on this report

This SA Report is being published for comment alongside the South Cambridgeshire Proposed Submission Local Plan. If you have any comments on this report please respond as indicated in Box 6.1.

Box 6.1: How to comment on the SA Report

Public consultation on the Proposed Submission Local Plan and accompanying sustainability appraisal report takes place between 19th July and 30th September 2013.

Website: www.scambs.gov.uk

E Mail: LDF@scambs.gov.uk

Write to: Jo Mills, Director of Planning and New Communities, South Cambridgeshire District Council, Cambourne Business Park, Cambridge, CB23 6EA

Telephone: 03450 450 500

After the Local Plan has been consulted on, minor changes may be made to it and it will be submitted to the Secretary of State for Public Examination. If changes are made at this stage which could result in significant environmental effects, a further SA will be undertaken.

The independent Public Examination will test the “soundness” of the Local Plan and consider representations on that basis. The Inspector appointed by the Secretary of State to conduct the Examination will either recommend that the Local Plan is adopted as it is (or with minor modifications), or will recommend non-adoption. If then asked to do so by the Council, the Inspector will recommend modifications to the document to make it “sound”. South Cambridgeshire District Council may then only adopt the document with either those proposed modifications or alternative changes which address the Inspector’s concerns.

An SA adoption statement will need to be published in accordance with the SEA Regulations. These regulations state that as soon as reasonably practicable after the adoption of the plan a statement should be produced and published setting out how environmental considerations and opinions expressed through consultation have been taken into account in the plan-making process.

The SEA Regulations set out the particulars that should be covered by the statement as follows:

- How environmental (sustainability) considerations have been integrated into the Local Plan;
- How the Environmental (SA) Report has been taken into account;
- How opinions expressed in response to consultation have been taken into account;
- The reasons for choosing the Local Plan as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures that are to be taken to monitor the significant environmental (sustainability) effects of the implementation of the Local Plan.



Appendix 1

Reviewing the Sustainable Development Strategy for the Cambridge Area

Prepared for:
South Cambridgeshire District Council

Prepared by:
ENVIRON
Exeter, UK

Date:
June 2013

Project or Issue Number:
UK18-18630

Contract No:	UK18-18630
Issue:	A
Author (signature):	
Project Manager/Director (signature):	V. Tanner-Tremaine
Date:	June 2013

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Version Control Record				
Issue	Description of Status	Date	Reviewer Initials	Author Initials
1	First Draft for Cabinet	19/06/13	VTT	JD

1 Introduction

This Appendix sets out the Council's approach to its review of the Sustainable Development Strategy for the Cambridge Area. This work was undertaken by the District Council, jointly with Cambridge City Council and has been reviewed by independent consultants ENVIRON. It includes a high level assessment of the range of broad strategies / options available for growth. This is reported in section 2 of this Appendix.

1.1 Reviewing the Sustainable Development Strategy for the Cambridge Area

1. Cambridge City Council and South Cambridgeshire District Council are updating their Local Plans for the Cambridge area for the period up to 2031.
2. The existing development plans for the area are the Cambridge Local Plan (adopted 2006) and the South Cambridgeshire Local Development Framework (adopted between 2007 and 2010). They include a development strategy based on a sustainable development sequence focusing development on Cambridge, sites on the edge of Cambridge brought forward through a review of the Green Belt, a new town (Northstowe), and limited development in better served villages.
3. The updated local plans extend the plan period to 2031, and consider development needs for this period, and how they should be addressed. This paper considers the evolution of the development strategy for the Cambridge area, and how the preferred approach was identified.
4. It includes the following:
 - The Current Development Strategy for Cambridgeshire - How the existing strategy for development in the Cambridge area was developed.
 - Continuing a Sustainable Development Strategy – Considerations regarding how the strategy could be moved forward to 2031.
 - Considering Options for a new Development Strategy – How strategy options were considered through the Issues and Options process.
 - Existing Housing Supply – Details the existing supply of sites with planning permission or existing allocations, and how they relate to the development hierarchy.
 - Identifying New Site Options – How site options for testing were identified, how they were tested through the Sustainability Appraisal (SA) process, and how reasonable alternative allocations were distinguished from rejected options.
 - Identification of the proposed development strategy.

The Current Development Strategy for the Cambridge Area

5. Whilst regional and structure plans are no longer produced, throughout the plan making process South Cambridgeshire District Council has worked closely with Cambridge City Council. There is a strong interaction between the two administrative areas. South Cambridgeshire encircles Cambridge and many residents of the district look to the city for services and jobs.
6. The current development strategy for the Cambridge area stems from as far back as 1999, from the work undertaken by Cambridge Futures, which influenced the 2000 Regional Plan for East Anglia and the 2003 Cambridgeshire and Peterborough Structure Plan. Prior to that date, development in Cambridge had been constrained by

the Green Belt. One of the effects of this constraint was that housing development which would have taken place in Cambridge was dispersed to towns and villages beyond the outer boundary of the Green Belt, with people commuting back to jobs in Cambridge contributing to congestion, greenhouse gas emissions, air quality problems and other quality of life issues. The change in strategy introduced in the 2003 Cambridgeshire Structure Plan recognised that a significant change in the approach to the planning of the city was required in order to help redress the imbalance between homes and jobs in, and close to, Cambridge, whilst ensuring that the special qualities of Cambridge and the surrounding area which are protected by a Green Belt are maintained. It also needed to provide for the long-term growth of the University of Cambridge and Addenbrooke’s Hospital, whilst minimising increases in congestion on radial routes into the city.

7. The existing Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010) introduced a step change in levels of planned growth, unmatched since the interwar years. This was consistent with the agreed development strategy for the Cambridge area set out in the 2003 Cambridgeshire and Peterborough Structure Plan. The Plans released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city in the south, north west, north east and east of the city.
8. The strategy in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Councils’ current plans aims to focus development according to a sustainable development sequence:
9. Current Development Sequence:
 - a. Within the urban area of Cambridge
 - b. On the edge of Cambridge
 - c. In the new town of Northstowe
 - d. At the market towns in neighbouring districts and in the better served villages.
10. The Cambridgeshire Structure Plan envisaged the following approach to Development following this sequence.

Structure Plan 2003 Development Sequence	Cambridge only	South Cambs Only	Cambridge and South Cambs	%
Cambridge	6,500	2,400	8,900	27
Edge of Cambridge	6,000	2,000	8,000	25
New settlement(s)		6,000	6,000	18
Villages		9,600	9,600	30
TOTAL 1999 to 2016	12,500	20,000	32,500	

11. The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge, which had been identified in Green Belt reviews as having less significance in terms of the purposes of the Cambridge Green Belt. The only exception to this was land in north west Cambridge to meet the long term development needs of Cambridge University given its international significance. The strategy was

put into effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these plans were subject to extensive periods of public consultation and examination by planning inspectors. The strategy was endorsed and included in the East of England Plan 2008. Significant progress is being made on the growth sites identified in the Councils' current plans, although progress was slowed just as sites were coming forward due to the effects of the recession when it took hold in 2008. However, almost all sites are now progressing well and are either under construction, with planning permission or at pre-application discussion stage.

12. At the heart of the strategy established in 2003 was the review of the Cambridge Green Belt which released land for a total of around 22,000 homes, of which some 10,000 to 12,000 were to be built at Cambridge East in both Cambridge and South Cambridgeshire. This included development that would take place beyond 2016 where it required the relocation of Cambridge Airport. In 2009, the landowner - Marshalls of Cambridge - advised that Cambridge Airport would not be made available in this plan period at least, as an appropriate relocation sites could not be found. This means that the major development opportunities at Cambridge East cannot be part of the development strategy in the new Local Plans, and so the full implementation of the current development strategy cannot take place in the plan period to 2031. Marshall has recently announced a renewed intention to develop the allocated site north of Newmarket Road for around 1,200 homes with a planning application expected in 2013 and development north of Cherry Hinton in both Councils' areas following later which the Councils consider could provide around 500 homes.

Continuing a Sustainable Development Strategy

13. Throughout the preparation of the existing plans, there was strong local acknowledgement of the growing need for future growth to follow a more sustainable spatial pattern of development in the Cambridge area to help mitigate commuting by car to jobs in and close to Cambridge and the resulting congestion and emissions, this included traffic restraint through the introduction of a congestion charge which was subsequently rejected.
14. As part of the review of the Regional Spatial Strategy (RSS) for the East of England, the Cambridgeshire authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working, forecasts for economic growth, taking account of the beginning of the downturn and how the strategy could be developed if further growth was needed.
15. The study identified a range of challenges for growth beyond the current development strategy. These included that significant additional expansion to Cambridge (where the economy is strongest) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that without deliverable solutions for transport and land supply, Cambridge centred growth would be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
16. The study recommended a spatial strategy for Cambridgeshire that was based on delivering the current strategy with further balanced expansion through regeneration in selected market towns, and focussed on making best use of existing infrastructure. However, it did indicate that some additional growth could be located on the edge of

Cambridge incorporating a limited review of the Green Belt boundary, in the long term. The key objective of the strategy was to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.

17. For the review of the development plans the Councils have considered whether the current strategy remains the most appropriate development strategy to 2031, or whether an alternative would be more suitable as a result of current circumstances. The interrelationship between Cambridge and South Cambridgeshire means that decisions cannot be taken in isolation and the future approach needs to remain joined up, as it has been in the past. This is also now a requirement on the authorities under the Duty to Cooperate introduced by the Localism Act 2011. On the whole, South Cambridgeshire looks towards Cambridge in functional terms whilst Cambridge is affected by a tight administrative boundary and surrounding Green Belt, and therefore any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.
18. The Councils have reviewed jointly how far the current sustainable development strategy has progressed, what evidence there is that it is achieving its original objectives and what a new sustainable development strategy looks like in view of changes in economic and other circumstances since the current strategy was adopted. It must balance the three strands of sustainability – economic, social, and environmental.
19. For plan making, Councils are required to positively seek opportunities to meet the objectively assessed development needs of their area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
20. Where Green Belts are defined, they should only be altered in exceptional circumstances when preparing a Local Plan. When reviewing Green Belt boundaries, Councils are required to take account of the need to promote sustainable development and consider the consequences for sustainable development of channelling development towards urban areas within Green Belts, to villages inset within the Green Belt and to locations beyond the Green Belt.
21. This sets a considerable challenge for the Cambridge area, in the context of:
 - A strong and growing economy;
 - The need for new homes to support the jobs and the aim to provide as many of those new homes as close to the new jobs as possible to minimise commuting and the harmful effects for the environment, climate change and quality of life that it brings; and
 - A tightly drawn Green Belt to protect the unique character of Cambridge as a compact, dynamic city with a thriving historic centre, to maintain and enhance the quality of its setting, and to prevent it merging with the ring of necklace villages, that helps underpin the quality of life and place in Cambridge, fundamental to economic success
22. Achieving an appropriate balance between these competing arms of sustainable development is a key objective of the development strategy for the new Local Plans.

Note: The amount of development that should be planned for is addressed separately and not in this document.

Sustainable Development Strategy Review

23. The current sustainable development strategy was extensively scrutinised and challenged during its evolution through the regional plan and structure plan into the Cambridge Local Plan and South Cambridgeshire Local Development Framework (LDF). Independent planning inspectors confirmed it as the most sustainable development strategy for the two Districts to 2016 and beyond.
24. Moving forward into the new Local Plans and having regard to the new Duty to Co operate, the recently established Cambridgeshire Joint Strategy Unit has worked with the Councils to carry out a further review of the sustainable development strategy for the two Councils' areas. Overall, the Cambridge and South Cambridgeshire Sustainable Development Strategy Review document concludes that the development strategy in the Cambridge Local Plan and the South Cambridgeshire LDF remains the most sustainable for the two areas, subject to striking the right balance between meeting the needs and demands for new homes and jobs, with environmental, infrastructure and quality of life factors. The most sustainable locations for development are within and on the edge of Cambridge and then in one or more new settlements close to Cambridge, which are connected to the city by high quality public transport and other non-car modes. Development in market towns (outside Cambridge and South Cambridgeshire) scores broadly similar to new settlements although travel distances are much further making non-car modes potentially less attractive than new settlements. Development in villages is the least sustainable option and only appropriate in the larger better served villages with good quality public transport.
25. The review concluded that in addition to the key sustainability considerations of proximity to employment, services and facilities and access to good public transport, the central themes that emerge from this broad assessment are:
 - The need to have regard to the scale of development that is planned at different locations, not least to ensure that development allocations do not undermine the delivery of the existing sustainable development strategy and lead to a return to unsustainable patterns of development;
 - Its ability to deliver the necessary infrastructure to create sustainable communities; and
 - Overall delivery implications and timescales.
26. Whilst the new Local Plans need to add some supply to the significant existing supply of housing, planning permission already exists for more employment development than is forecasted by 2031. Whatever decisions are made on supplying additional houses, jobs growth will continue. The challenge will be to develop Local Plans that deliver a sustainable development strategy that balances employment growth with good quality and deliverable travel options with short journey times from the key locations for new and existing homes. Consideration also needs to be given to the special character of Cambridge and quality of life for existing and future residents.
27. In its National Planning Policy Framework (NPPF), the Government carries forward the advice from earlier Planning Policy Statements that, when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. As part of

preparing new Local Plans and given the change in circumstances since the current development strategy was agreed, it was therefore considered appropriate to look again at the inner Cambridge Green Belt boundary in order to establish whether there were any more options for development that should be consulted on.

Considering Options for a new Development Strategy

28. The Issues and Options consultations sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

Cambridge

29. The Cambridge Issues and Options Report 2012 focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:
- Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
 - Should more land be released from the Green Belt?
 - If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.
 - Whether there were any other approaches that should be considered at this stage?
30. There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

South Cambridgeshire

31. The South Cambridgeshire Issues and Options 2012 consultation included a question on how the sustainable development strategy should be taken forward.
32. It explained that any development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. As with the current strategy, the updated Local Plan is likely to need to be a combination of sites at different stages in the sequence in order to meet housing targets and in particular some village housing developments to provide a 5 year supply, given the long lead in time for new major developments which would realistically only start to deliver later in the plan period.
33. The options for the development strategy consulted on that lie within South Cambridgeshire were to:
- Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt.
 - Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.

- Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
- A combination of the above.

Cambridge and South Cambridgeshire

34. Through the joint consultation in 2013, the Councils sought views on the appropriate balance between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes, and delivering development away from Cambridge in new settlements and at better served villages
35. The majority of representations were that the Green Belt should be protected from further development. Development should be concentrated in new settlements and better served villages, to reduce congestion and avoid pressure on village infrastructure. Further urban extensions received a more limited level of support.

The Sustainability Appraisal of Strategic Approaches

36. The Sustainability Appraisal process has also been a key element of considering the relative merits of different strategic approaches.
37. Building on the Sustainability Appraisals supporting each of the Issues and Options consultations, Appendix 1 of this report includes a high level assessment of the sustainability implications of focusing on different stages of the development sequence (Cambridge Urban Area, Edge of Cambridge, New Settlements, more Sustainable villages, and less sustainable villages).
38. In outline, the benefits of utilising land within the urban area of Cambridge are the re use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities.
39. Development on the edge of Cambridge is the next closest option to the City, but would require use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognise the qualities and importance of the area for the landscape and townscape setting of the City and surrounding villages. The Green Belt review has shown that significant additional development would be detrimental to these purposes.
40. New settlements offer the opportunity to focus development in a way that would support delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge they offer a higher degree of self-containment than more dispersed strategies. They would enable the delivery of focused transport improvements, to deliver a higher share of travel by sustainable modes than more distributed strategies, although they would also focus traffic into specific corridors.
41. Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services, and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.

Existing Housing Supply

42. Notwithstanding the loss of a significant number of homes at Cambridge East, a significant supply of housing has already been identified through existing plans. This includes land with planning permission, and land that was identified and allocated in previous plans which remain available, suitable and deliverable, with these attributes being tested through Annual Monitoring Reports.

Within Cambridge

43. Since 2011, 280 homes have been built within the urban area of Cambridge. At the end of March 2013 there was an existing supply of 2,698 homes in Cambridge City Council's urban area of Cambridge either with planning permission or outstanding allocations. This excludes the major developments on the edge of Cambridge in the current Local Plan 2006, that are considered under the edge of Cambridge stage below. Orchard Park also forms part of the urban area of Cambridge, having been released in an earlier plan, although it lies within South Cambridgeshire. It is largely built, but a further 309 dwellings are expected to be built between 2011 and 2031. There is therefore a total existing supply of 3,287 homes within the urban area of Cambridge.

On the edge of Cambridge

44. Since 2011, 51 homes have been built at Trumpington Meadows and NIAB1. A further 11,310 new homes are already identified through the combined land released from the Green Belt in the Cambridge Local Plan 2006 and South Cambridgeshire LDF adopted between 2007 and 2010. This is a major part of the current development strategy and will remain so in the new Local Plans. After stalling at the beginning of the economic downturn, good progress in relation to the development of the fringe sites has been, and continues to be made. There is therefore a total existing supply of 11,361 homes on the edge of Cambridge.

New settlements

45. The new town of Northstowe is a key part of the current strategy. The town will comprise 9,500 dwellings in total, of which 5,965 are anticipated to come forward by 2031. Northstowe is located on the Guided Busway and will have good public transport links to Cambridge but at present the guided buses often get caught along with all other traffic on congested roads once they reach Cambridge. South Cambridgeshire District Council consulted on whether the reserve site at Northstowe should be allocated in the Local Plan but recognised that this would not increase the number of homes that could be built by 2031, but could provide flexibility in the way the town is built. It is not expected that the reserve land will increase the overall number of homes at Northstowe.

Development at larger villages

46. A total of 640 homes have been built in villages since 2011. There are outstanding commitments for 3,028 homes in the rural area as a whole as at end March 2012 and three site options that were subject to public consultation in the Issues and Options consultation of summer 2012 now have planning permission for a further 185 homes .

Total Existing Supply

47. Cambridge has an existing supply of 10,437, divided between the urban area, and sites on the fringe of the City.

CAMBRIDGE	Completions and Committed Dwellings (March 2013)	Percentage of existing total supply
Cambridge Urban Area	2,978	29
Cambridge Fringe Sites	7,459	71
TOTAL	10,437	

48. The total existing supply for South Cambridgeshire accounts for 14,029 dwellings.

SOUTH CAMBS	Completions and Committed Dwellings (March 2013)	Percentage of existing total supply
Cambridge Urban Area	309	2
Cambridge Fringe Sites	3,902	28
New Settlements	5,965	43
Villages	3,853	27
TOTAL	14,029	

49. The combined total of existing supply of the two districts is shown in the table below.

CAMBRIDGE AND SOUTH CAMBS	Completions and Committed Dwellings (March 2013)	Percentage of existing total supply
Cambridge Urban Area	3,287	13
Cambridge Fringe Sites	11,361	46
New Settlements	5,965	24
Villages	3,853	16
TOTAL	24,466	

50. The current commitments retain the Cambridge focus of the strategy originated in the Structure Plan, with around 60% in or on the edge of the City.
51. The objectively assessed housing needs identified in the Strategic Housing Market Assessment (SHMA), which the two Councils have committed to meeting in full within their own areas under a country-wide Memorandum of Cooperation, are 14,000 homes for Cambridge and 19,000 homes for South Cambridgeshire for the plan period 2011-2031.
52. A housing requirement of 14,000 dwellings for Cambridge, means the new Local Plan needs to accommodate an additional 3,563 dwellings on top of current supply. A

housing requirement of 19,000 for South Cambridgeshire, means the new Local Plan needs to identify sites to accommodate a further 4,971 dwellings.

53. Both individually and in combination, the new local plans of both districts will be determining the location of around 25% of the total development planned in the sub region 2011 to 2031. Whatever the outcome of the strategy a significant focus on Cambridge will remain.

Identifying New Site Options

54. Both Councils have explored a range of site options that could meet the additional development requirements to 2031 through their Issues and Options consultations.

Cambridge

55. Cambridge City Council has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby the Council issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in January 2013, including initial sustainability appraisal by Cambridge City Council.

On the edge of Cambridge (Cambridge and South Cambridgeshire)

56. The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.
57. These characteristics are valued assets and significantly contribute to the character and attractiveness of the historic city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.
58. The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF continues the five long established national purposes of including land within Green Belts as being to:
- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

59. At the local level, the fourth bullet is of particular significance and the following purposes of the Cambridge Green Belt have been established in previous Local Plans:
- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - To maintain and enhance the quality of its setting; and
 - To prevent communities in the environs of Cambridge from merging into one another and with the city.
60. Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundary has been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.
61. In order to inform the current detailed Green Belt boundary, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by Landscape Design Associates for South Cambridgeshire District Council in September 2002.
62. The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without significant harm to the purposes of the Green Belt including the setting of the city.
63. The City Council also commissioned a specific Green Belt study by Landscape Design Associates (2003) in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release concerning the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.
64. The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However, circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of the Cambridge East airport site, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt

boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

65. The Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. Ten Broad Locations around the edge of Cambridge were consulted on to explore whether any had potential to be released from the Green Belt for housing. A summary of the views received is contained in the Site Assessments for Edge of Cambridge Sites evidence document. The ten broad locations were also subject to sustainability appraisal in the Initial Sustainability Appraisal. Promoters of land on the edge of Cambridge through the Councils' respective SHLAA processes resubmitted their sites through the consultations.
66. To help inform the process in moving forward to identifying specific site options, the Councils carried out a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans, and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.
67. The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the city in terms of the principles and function of the Green Belt.
68. In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites now has increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:
 - New developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
 - The new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
 - Views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.

69. The work concluded that areas where the city is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change¹ easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the city and to the purposes of Green Belt.
70. Given that the inner Green Belt boundary was looked at very closely only a decade ago it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.
71. The work also confirmed that in areas where changes to the city edge are currently envisaged and they are adjacent to important view-points such as motorways or elevated vantage points, there needs to be an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development in places now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.
72. Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 found that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The review also concluded that the significant majority of the remaining Green Belt close to Cambridge is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city are compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The 2012 study confirmed the conclusions of the Green Belt Study 2002 by Landscape Design Associates, that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core. The findings of the study were incorporated into the technical assessments of potential site options.

Identifying site options on the Edge of Cambridge

73. Following the identification and testing of broad locations in the 2012 Issues and Options consultation, a long list of sites at the fringe of Cambridge was developed within these broad locations drawing on two sources: Developers' site boundaries received from the 'call for sites' for the Strategic Housing Land Availability Assessments (SHLAAs) carried out by both authorities and also pursued through the 2012 Issues and Options consultations; and additional sites identified through the 2012

¹ 'Change' means the introduction of a different feature into the rural/agricultural landscape. This could be an electricity pylon, built development or even a bio-mass crop, but in this instance it is built development.

Inner Green Belt Review as fulfilling Green Belt purposes to a lesser degree. This resulted in an initial list of 41 sites.

74. These sites were assessed utilising a site assessment pro forma, which was developed jointly to take into account both authorities' Sustainability Appraisal objectives. The pro forma was specifically developed to fully integrate the sustainability appraisal process into site assessment. The criteria in the pro forma take into account the social, environmental and economic sustainability themes and objectives identified in the Sustainability Appraisal Scoping Reports of both Councils. Ensuring that the criteria take into account the SA is the most effective way of ensuring that the SA is central to the appraisal of sites. In this way, the potential effects of bringing forward alternative sites for development can be thoroughly tested and compared. Consultants URS, who are carrying out the Sustainability Appraisal (SA) of the Cambridge Local Plan review, advised on the development of the joint pro forma to ensure that it meets the requirements of SA and the Strategic Environmental Assessment (SEA) Directive. The pro forma also includes planning and deliverability criteria which do not directly relate to the SA, but are important in order to ensure that the Local Plans are deliverable.
75. The Joint Green Belt Site Assessment Pro forma can be found at Appendix 1 of the Interim Sustainability Appraisal of Issues and Options 2 Part 1. For each criterion there is an explanation as to which of the Cambridge SA topics and South Cambridgeshire SA objectives it relates to. A traffic light system has been used to score the sites from 'red red' (a significant negative impact) to 'green green' (no impact or minor impact which can be mitigated). In most cases there were three potential scores (red, amber, green), but in some cases this was extended at either end to five categories to give a finer grained assessment. The grading range provides a means by which the relative sustainability of each site can be established in comparison with other sites.
76. The pro forma is split into two parts. The first part is a high level sieve (Level 1). It includes strategic considerations, including impact on the Green Belt, flood risk, national biodiversity and heritage designations. It also addresses key deliverability issues. This stage is effective for identifying issues that mean a site should be rejected.
77. Level 2 of the assessment considered a range of issues including accessibility to services and sustainable transport, pollution, historic environment and biodiversity. Although a number of sites were considered to merit rejection following the Level 1 assessment, they were also assessed by the Level 2 criteria in order to give the most comprehensive and robust assessment possible.
78. Map 2 and Appendix 1 in the Issues & Options 2, Part 1 - Joint Consultation of Development Strategy & Site Options on the Edge of Cambridge (November 2012) illustrate the site options tested. The completed pro formas for all of the sites assessed can be found in the 'Technical Background Document - Part 1' at the following link: www.cambridge.gov.uk/ccm/navigation/planning-and-buildingcontrol/planning-policy/background-documents/
79. The individual site pro formas show how each site performs against the criteria that relate to the sustainability objectives.
80. In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from the pro formas were combined in a series of summaries by broad location which enable the most and least

sustainable sites to be identified. These can be found in Appendix 2 of the Issues and Options 2 (2013) Part 1 document.

81. Following the assessment, 6 sites in the Green Belt on the edge of Cambridge were identified as being sites with development potential, albeit with some constraints or adverse impacts (with an overall score of amber). These include two housing sites, two employment sites, one site which could be developed for either housing or employment and one which could be potentially developed for housing, employment or a community stadium. Five of these sites are located to the south of Cambridge and one is to the north of Cambridge. Four of the sites are within the Cambridge City Council boundary and two fall within South Cambridgeshire. These were subject to public consultation in the joint Issues and Options 2: Part 1 consultation in January 2013.
82. The other sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other reasons including planning constraints such as archaeological merit. Reasons for rejection are summarised in Appendix 3 of the Issues and Options 2: Part 1 document.

Identifying Site Options - The Rest of South Cambridgeshire

83. In order to identify reasonable site options, South Cambridgeshire District Council has drawn on its Strategic Housing Land Availability Assessment (SHLAA). The National Planning Policy Framework (NPPF) (March 2012) requires the preparation of Strategic Housing Land Availability Assessments (SHLAA), by local planning authorities, to establish realistic assumptions about the availability, suitability, and likely economic viability of land to meet the identified need for housing over the plan period. A 'Call for Sites' was issued in 2011, and nearly 300 site options with development potential were submitted and subject to testing.
84. Each of the sites was also subject to Sustainability Appraisal. This tested the impact of development on the 23 South Cambridgeshire Sustainability Objectives, identified through the sustainability appraisal scoping process. To assist in making this assessment quantifiable, measurable and transparent, and for direct comparison between sites to be made, the Site Assessment Matrix in appendix 2 of the Initial Sustainability Appraisal indicates how the impact of individual sites against each objective has been determined. For a number of objectives, quantifiable grading was identified to provide a means by which the relative sustainability of each site can be established in comparison with other sites.
85. In order to combine the results of the SHLAA and SA to assist plan making, a summary assessment that draws together the two assessments and reaches a view on the 'Sustainable Development Potential' of each site was prepared. Appendix 6 of the SHLAA document includes detailed assessments of all sites and can be viewed on South Cambridgeshire District Council's website: www.scamb.gov.uk/ldf/shlaa .
86. Annex 1 of the Initial Sustainability Appraisal Report 2012 includes detailed sustainability appraisals of all sites, and Annex 2 the summary assessment for each site.
87. The South Cambridgeshire SHLAA and Sustainability Assessments identify key constraints and considerations relating to potential development sites including suitability, availability and achievability. In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed,

key elements from both assessments were combined in a series of settlement summaries which enable the most and least sustainable sites in each settlement to be identified. This was collated in Annex 2 of the Initial Sustainability Appraisal Report 2012. These assessments explore issues in two groups, providing an assessment of the impact and its significance, using a similar mechanism to the SA of identifying a range from significant positive to significant negative impacts. The first group of issues comprises:

- Strategic considerations identified in the SHLAA - Identifies if a site is subject to any strategic considerations that have the potential to make the site unsuitable for development e.g. flood risk, impact on SSSI or Listed Buildings (reflects tier 1 of the SHLAA site assessment. Green Belt impact was drawn out separately).
 - Green Belt - Sites in the Green Belt are identified by a negative score, sites outside as neutral. If it is in the Green Belt, impact on the function of the Green Belt was considered, and the scale of impact identified. The assessment included in the SHLAA utilised the LDA Green Belt Study 2002 to guide consideration. Green Belt as a matter of principle was NOT used as an exclusionary factor at this stage.
 - SHLAA significant local considerations - Identifies if a site is subject to heritage, environmental and physical considerations, from tier 2 of the SHLAA Assessment (note landscape and townscape impact drawn out separately)
 - Landscape and townscape impact - reflects the conclusions of the SHLAA and the Sustainability Appraisal.
 - SHLAA site specific factors - Considers the availability and achievability of the site. If a site is scored as a significant negative, it is rejected, as it cannot be delivered.(Reflects tier 3 of the SHLAA assessment).
 - Access to key local services, distance to key local services, accessibility by sustainable transport modes - draws on the Sustainability Appraisal to consider transport accessibility.
88. Each summary concludes with the 'Sustainable Development Potential'. This draws on the SHLAA Assessment and the Sustainability Appraisal. It categorises sites as follows:
- More Sustainable Sites with Development Potential (few constraints or adverse impacts) GREEN
 - Less sustainable but with development potential (some constraints or adverse impacts) AMBER
 - Least Sustainable, with no significant development potential (significant constraints or adverse impacts) RED
89. The entries in the summary assessment sometimes represent a judgement about a number of separate criteria from the SHLAA and Sustainability Appraisal assessments and represent a balanced view of the overall performance of that site across a range of criteria.
90. The settlement summaries taken together with the full assessments allow for sites to be selected to meet a number of different options relating to the scale of growth and spatial development strategies. They have also helped to make the process and findings accessible for the public during the Issues and Options consultations.

91. Sites identified as 'Least Sustainable, with no significant development potential' have been rejected at this stage, because they are not considered reasonable options for development.
92. The approach to village sites has taken into account the village hierarchy, developed following a review of the sustainability of settlements (South Cambridgeshire Village Classification Report 2012), and included in the Spatial Strategy chapter of the Local Plan. This identifies Rural Centres as the most sustainable villages in the district, with the highest level of access to a combination of services, facilities, employment and public transport, providing services to a small rural hinterland. Minor Rural Centres are the next in the hierarchy, offering a lower level of services and facilities, but still more than smaller villages. Sites that were consulted on as potentially falling in a new category 'Better Served Group Villages' provide a lower level of services and facilities, but could be differentiated from Group villages, which only benefit from a low level of services but include a primary school. At the bottom of the hierarchy, infill villages do not have a primary school, and are generally the smallest villages in the District.
93. After reviewing the potential development sites, it was clear that sufficient sites could be identified as higher levels of the hierarchy, without relying on allocations in the smallest villages, which would lead to a dispersed pattern of development where the fewest services and facilities are available. Therefore sites at Group and Infill villages were not considered reasonable alternatives and were not consulted on, even if they scored Amber in the assessments. Such sites may be capable of development as windfalls or as rural affordable housing exception sites depending on their location and scale, but they would not reflect a sustainable form of development in the context of a district wide strategy and so have not been considered as options for development site allocations in the Local Plan.

New settlements

94. A total of 14 sites which would either deliver new standalone settlements, or expand existing new settlements, were tested through the SHLAA and Sustainability Appraisal process.
95. Five options were subsequently identified for consultation in Issues and Options 2012. The Strategic Reserve at Northstowe, identified in the current Local Development Framework, was identified, but is unlikely to deliver additional dwellings at Northstowe during the plan period and may simply help provide the planned 9,500 homes in a high quality form of development. Potential new settlements were identified at Waterbeach Barracks, with three different scale options identified. A new village at Bourn Airfield was also identified as an option.
96. New settlement options could deliver significant numbers of new homes but they have major infrastructure requirements, particularly in terms of transport measures.. High quality, sustainable transport solutions would be essential to minimise commuting by private car.
97. New settlements also require long lead in times before they can deliver homes on the ground and therefore could only provide homes for the second half of the plan period, although they would continue to provide housing beyond the plan period. A new town at Waterbeach Barracks may only deliver 1,400 dwellings during the plan period. A new village at Bourn Airfield may have greater potential to deliver in the plan period if appropriate.

Larger, better served villages

98. South Cambridgeshire District Council consulted in Issues and Options 2012 on site options that could deliver a total of 5,850 new homes on village sites. This included a strategic scale development at Cambourne.
99. In response to Issues and Options 2012 consultation, 58 new sites were submitted to the Council for consideration. Those in Group and Infill villages were not assessed, because they are the villages with limited services and facilities and the least sustainable locations for development. The 30 sites in identified Better Served Group Villages and above were assessed and 10 additional site options were identified for consultation in the I&O2. These sites could deliver an additional 1,245 new homes. This gives options for a total of 7,095 additional new homes at this lowest stage in the development sequence.

Public Consultation

100. Site options were subject to public consultation through the Issues and Options Consultations, including the joint consultation in January 2013.
101. Over 38,000 representations have been submitted to the councils in response to the two issues and options consultations that have taken place so far. Summaries of the representations, as well as the individual representations, are available to view on the Councils' websites.
102. The Councils have reviewed and considered the comments received, including Member Workshops for South Cambridgeshire Members and the Development Plan Scrutiny Sub-Committee for Cambridge City Council Members. The Councils have also considered a range of possible options that flow from the development strategy options and the site options consulted on and tested those through the SA process. They have also been tested through transport modelling and as the long list of site options has been narrowed down, key stakeholders have been asked again for their views on the emerging shortlist of sites to help further refine the preferred strategy and package of sites, such as the education authority.
103. As referred to earlier, the SA of the broad strategy options at Appendix 1 demonstrates that focusing development on Cambridge remains the most sustainable location for additional development and the Cambridge SHLAA has identified 6,302 new homes through windfall sites or allocations within the urban area in the new Local Plan.
104. The edge of Cambridge is the next most sustainable location against a range of objectives for growth in the development sequence, but the SA identifies the importance of balancing the accessibility aspects of sustainable development and the environmental and social benefits it brings, with the significant harm to the landscape and setting environmental aspects of sustainability that development on land in the Green Belt would have, with the resulting irreversible adverse impacts on the special character and setting of Cambridge as a compact historic city and the risks that could have to the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work. The detrimental impacts of further major development on the edge of Cambridge was demonstrated in the Inner Green Belt Study Review 2012 and major extensions to Cambridge were rejected as reasonable options and not consulted on in Issues and Options 2 in 2013. The assessment process identified six Green Belt sites as potential options for development and this

limited refinement of the Green Belt would mean that Cambridge is able to meet its full objectively assessed needs within its administrative area. Results of consultation on the appropriate balance between edge of Cambridge or new settlements and better served villages was strongest to protect the Green Belt.

105. The effect of decisions on reasonable site options on the edge of Cambridge is to require development away from Cambridge to meet the remaining development needs of the wider Cambridge area. The SA of broad locations at Appendix 1 confirms earlier findings from the Regional Spatial Strategy review and Structure Plan that new settlements are the next most sustainable location for growth and that development at villages should be limited for sustainability reasons.
106. South Cambridgeshire's SHLAA and Initial Sustainability Report demonstrate that there are 2 new settlement options that can be considered for development in the new Local Plan: a new town at Waterbeach and a new village at Bourn Airfield. The other new settlement options put to the Council were rejected in the SHLAA and initial SA process. The 2 sites identified scored as Amber in the assessment largely because it is inevitable that such a major development will have some adverse impact on some aspects of sustainability, but it was considered that they would be capable of mitigation through carefully designed development proposals. The results of consultation supported concentration on new settlements rather than focus on edge of Cambridge due to Green Belt impacts
107. At the more sustainable village stage of the sequence, South Cambridgeshire consulted on a range of housing site options across the district. The largest of these was a major extension to Cambourne, through a fourth linked village to the west of the existing village. The results of consultation offered some support to better served villages, although to a lesser extent than new settlements.

Consideration of alternative packages of sites

108. The Councils have followed an iterative process of developing the preferred strategy.
109. For Cambridge, the level of objectively assessed need is such that all reasonable options have needed to be included in the Local Plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting need beyond this, in view of the outcome of work to consider potential for Green Belt review.
110. For South Cambridgeshire, having jointly reached the view on the edge of Cambridge, the options available are around the number of new settlements identified in the new Local Plan, the possible timing and level of delivery that could be secured in the plan period from those sites, whether to include a major expansion of the previously established new village of Cambourne, and the implications for level of village provision that would need to be made and identifying the best available sites in the better served villages.
111. Important issues for shortlisting the preferred village sites included:
 - providing homes close to the jobs in and around Cambridge,
 - providing homes close to the jobs south of Cambridge in view of the predominance of new housing in villages to the north over many years and substantial jobs growth in the south,
 - focus on more sustainable villages with high quality public transport links to Cambridge
 - making best use of brownfield land

- Avoid green spaces, and areas of flood risk
- sites with parish council and local support

112. A range of options around the new settlement options, major expansion of Cambourne and the best available sites at villages have been identified and tested through SA, to consider the relative impact of different development packages. This included looking at different levels of growth at some of the site options to minimise adverse impacts and secure the most sustainable form of development. Details are included in appendix 2 of this report.

The Revised Strategy

113. The Councils are now at the stage of identifying the preferred package of housing sites to include in their Local Plans to meet their identified objectively assessed needs. Given the significant level of supply from each Council's current plans of 10,400 for Cambridge and 14,000 for South Cambridgeshire, the Councils need to allocate land for a further 3,600 and 5,000 homes respectively.

114. Cambridge City Council has identified sites for 3,324 new homes through new allocations and windfall development in the urban area of Cambridge. In addition, land north and south of Worts Causeway is proposed to be removed from the Green Belt and allocated for housing to deliver 430 dwellings. This would enable the City Council to meet its full identified housing needs within its administrative area.

115. It is also proposed to allocate the 3 sites on Fulbourn Road close to ARM for employment, 2 in Cambridge City Council's area and 1 in South Cambridgeshire.

116. A small expansion of the existing NIAB2 housing site in South Cambridgeshire between Huntingdon and Histon roads is also proposed, although this would not increase the overall number of homes currently planned but instead provide more room to ensure a high quality development. It is not proposed to include employment on the site so that there is sufficient room for the supporting infrastructure necessary for the housing development to retain a green foreground to Cambridge Road.

117. Strategic options for new development in South Cambridgeshire focus on new settlements and previously established new settlements, with new allocations for:

- New town at Waterbeach Barracks - 8,000 homes, 1,400 of which by 2031.
- New village at Bourn Airfield - 3,500 homes, 1,470 of which by 2031.
- Cambourne West - 1,500 homes, all by 2031.

118. The preference to allocate all three strategic sites has been influenced by the long lead in times for new settlements which will therefore come forward later in the plan period and continue developing beyond 2031. Without also including major expansion of Cambourne, a significant amount of development would be required at villages and would result in the sort of dispersed development strategy previously having been found to be unsustainable. Bourn Airfield new village would be delayed by two years to come forward slightly later in the plan period than it otherwise might, so that the remainder of Cambourne is well progressed before any development starts at Bourn Airfield. This will also help provide additional flexibility. The strategic sites will provide 4,370 homes in the plan period. Starting Waterbeach towards the end of the plan period has the benefit of ensuring that Northstowe will be well established before another new town development begins.

119. The major sites will be supported by limited development at the more sustainable villages in the order of 900 homes to provide flexibility and help ensure a continuous supply of housing land over the plan period, including if there is any delay in progress on any of the major sites.

(Note: the preferred village sites will be considered at South Cambridgeshire's Planning Policy and Localism Portfolio Holder's meeting on 11 June)

120. The table below shows the level of development proposed at each stage of the development sequence:

CAMBRIDGE AND SOUTH CAMBRIDGESHIRE HOUSING 2011 TO 2031	Existing Completions and Commitments (both areas)	New Sites Cambridge	New Sites South Cambs	TOTAL	Percentage
Cambridge Urban Area	3,287	3,324	0	6,611	20
Edge of Cambridge	11,361	430	100	11,891	35
New Settlements	5,965	0	4,370	10,335	31
Villages	3,853	0	895	4,748	14
TOTAL	24,466	3,754	5,365	33,585	100

121. The development strategy identified includes development at a number of levels in the sequence taking account of the opportunities and constraints identified.

122. Cambridge remains the focus of the development strategy comprising 55% of the housing requirement 2011 to 2031. This is comparable with and slightly higher than the 52% in the Structure Plan strategy.

123. Only minor additional Green Belt development potential was identified on the edge of Cambridge in addition to the extensive existing commitments because of the significant harm this would cause to the purposes of the Green Belt. The additional dwellings, added to those already committed, mean that 35% of all new development is planned on the edge of Cambridge, compared with 25% in the Structure Plan.

124. In addition to the new settlement at Northstowe, the strategy proposes additional new settlements at Bourn Airfield, and in the longer term Waterbeach Barracks. This will enable infrastructure investment to be focused to maximise benefits, maximise travel by non-car modes, support the re-use of significant previously developed sites, and reduce the need for further development at villages as the final and least sustainable stage in the development sequence, although some village development is proposed to provide flexibility.

125. At the village level, development will be focused on the more sustainable villages with the best range of services and facilities, including taking account of opportunities to utilise previously developed land.

126. A comparison with the Structure Plan 2003 strategy is provided below.

	Structure Plan 1999 to 2016	Percentage	New Strategy 2011 - 2031	Percentage

Edge of Cambridge	8,000	25	11,891	35
New Settlements	6,000	18	10,335	31
Villages	9,600	30	4,748	14

2 Appraisal of the Development Strategy Options

The sustainability implications of focusing development at different spatial locations

The following builds on the assessment of South Cambridgeshire Issues and Options 2012 Issue 9: Development Strategy, which considered the broad implications of focusing development at different locations in the development sequence. It additionally includes a comparison with development within the Cambridge urban area to cover the whole of the development sequence. It has also been reviewed by Environ, who are completed the Final Sustainability Appraisal of the South Cambridgeshire Local Plan.

The appraisal is structured around the South Cambridgeshire sustainability objectives, established through the South Cambridgeshire Sustainability Appraisal Scoping Report. The linkages to the Cambridge City Sustainability Appraisal Framework and its Objectives have been considered, and the relationship between the sustainability objectives is detailed at the end of this note.

	1. Land	2. Waste	3. Air quality and environmental pollution	4. Designated sites and protected species	5. Habitats and species	6. Access to wildlife and green spaces	7. Landscape and townscape character	8. Historic Environment	9. Good Spaces	10. Climate Change Mitigation	11. Climate Change Adaptation	12. Human health	13. Crime	14. Public Openspace	15. Housing	16. Inequalities	17. Services and Facilities	18. Involvement	19. Economy	20. Access to Work	21. Infrastructure	22. Sustainable Travel	23. Transport infrastructure
Cambridge Urban Area	+++	~	?	~	?	~	+	~	~	~	~	~?	~	~	~	~	+++	~	~	+++	+++	+++	+++
Edge of Cambridge	-	~	?	?	?	+++	--	-	~	~	~	?	~	~	~	~	+ / +++	~	~	+++	+++	+++	+++
New settlements	+	~	~	?	?	+++	---/?	~	~	+++ / ?	~	~	~	~	~	~	+ / +++	~	~	+++ / ?	+++	+ / ++	+++

	1. Land	2. Waste	3. Air quality and environmental pollution	4. Designated sites and protected species	5. Habitats and species	6. Access to wildlife and green spaces	7. Landscape and townscape character	8. Historic Environment	9. Good Spaces	10. Climate Change Mitigation	11. Climate Change Adaptation	12. Human health	13. Crime	14. Public Open Space	15. Housing	16. Inequalities	17. Services and Facilities	18. Involvement	19. Economy	20. Access to Work	21. Infrastructure	22. Sustainable Travel	23. Transport infrastructure
More sustainable villages	-	~	~	?	?	+	-/?	~	~	~	-	~	~	~	~	~	+	~	~	+	+	-	-
Smaller less sustainable villages	-	~	~	?	?	+	-/?	~	~	~	~	~	~	~	~	~	:-	~	~	:-	-	:-	:-

Assessment Key	
Symbol	Likely effect against the SA Objective
+++	Potentially significant beneficial impact, option supports the objective
+	Option supports this objective although it may have only a minor beneficial impact
~	Option has no impact or effect is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant
?	Uncertain or insufficient information on which to determine the assessment at this stage
-	Option appears to conflict with the objective and may result in adverse impacts

---	Potentially significant adverse impact, conflict with the objective
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Cambridge

Development in Cambridge offers opportunities to re-use previously developed land, making use of the existing urban area, reducing the need to develop greenfield / agricultural land. Cambridge provides the highest concentration of jobs, and high order services and facilities in the Cambridge area, placing residential development in the urban area would enable the closest access to these. With regard to air quality, the central area of the city is identified as an AQMA, and therefore further development could include placing further population in this area. However, development in the urban area has best opportunity to support non-car modes of transport, and the compact nature of the city makes it particularly suitable for cycling in addition to walking.

Edge of Cambridge

An edge of Cambridge focus would involve Green Belt development, and loss of significant amounts of high grade agricultural land. The review of the Green Belt identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another. The recent review of the Green Belt released large areas of less significance to Green Belt purposes, and the land that remains on the inner edge becomes increasingly important.

Development on the edge of Cambridge would be the next closest development option to the urban area of the city, supporting access opportunities by alternative modes, although access to public transport services is better close to radial routes with good services, and some areas around the City currently have more limited access to high quality public transport. Larger developments could include their own local centres, and be accessed by new public transport routes.

Development on the edge of Cambridge could bring dwellings closer to the M11 or A14, areas of relatively poor air quality (with an AQMA on the A14). Major development has the potential to worsen air quality, although it would support greater use of non-car modes than more distributed patterns of development. Development near to busy routes would still add to congestion at peak times.

Green Infrastructure opportunities would vary by site, but larger scale development could support delivery of significant green infrastructure. A number of larger site proposals specifically reference the potential to deliver significant open space or Green Infrastructure beyond the minimum required by policy.

New Settlements

A focus on new settlements could utilise previously developed land opportunities, such as former airfields or military barracks, although they would also be likely to still utilise significant areas of greenfield land. New settlements could incorporate significant public transport routes to Cambridge, and new town and local centres as appropriate, to ensure that residents have convenient access to local services and facilities by walking, cycling and public transport. They have the potential to enable focussed investment in public transport and cycling infrastructure, delivering high quality services to provide a significantly higher modal share of travel by non-car modes than village based growth options. The greater distance from Cambridge would mean higher levels of car use (although significantly better than dispersed villages based strategies), and it would result in focused pressure on specific routes. This could have local air quality implications.

New settlements could be developed with a mix of uses with employment delivering jobs locally and their own services and facilities of higher order than smaller scale growth at existing villages. This could provide a degree of self-containment, by providing opportunities to live and work in the same place, however, the greatest concentration of jobs will remain in and close to Cambridge.

The scale and mixed use nature of new settlements offer specific opportunities for renewable energy based upon potential for combined heat and power.

Impact on landscape would depend on the site, but the scale of a new settlement means that impacts could be significant. Some sites were tested with more limited wider landscape impacts. Located outside the green belt they would have a lesser impact on townscape, and the setting of Cambridge. Sites tested were all outside the Green Belt. New settlements could provide opportunity to deliver significant green infrastructure.

More Sustainable Villages

A focus on the more sustainable villages would focus development on villages where there is the best access to local services and facilities and best public transport to access higher order services and facilities in Cambridge, but comparatively villages offer a reduced range of opportunities, and the need to travel would be greater than in other options.

There are likely to be significantly less opportunities to deliver sustainable transport than a Cambridge focused or new settlement option, as spreading development around villages would be likely to deliver incremental improvements at best, rather than focused investment. Traffic impacts would be spread more around the district, but there would be a higher modal share for car use. Outside the Rural Centres public transport services are generally limited in terms of frequency and journey time. Cycling opportunities would also be lower than other strategy approaches, as distances to Cambridge or market towns would be greater, and would often rely on rural roads rather than dedicated routes.

A distribution to smaller sites would have a more incremental impact on the landscape and townscape, but village expansions could negatively impact on village character. The most sustainable villages are inset into the Green Belt close to Cambridge. A village based option would require incremental improvement to village infrastructure. This could put pressure on existing village services and facilities, such as schools, doctors and utilities. A more distributed pattern of village development would provide no direct opportunities to deliver significant scale green

infrastructure. In order to identify the quantity of sites required to deliver required levels of development through a village focus, it could require the use of some sites in flood zone 2.

Other Villages

Focusing more development into less sustainable villages (group and infill villages) would have significant adverse impacts on access to services and facilities, employment, and sustainable transport. A village based strategy requiring development at lower levels of the village hierarchy would increase the proportion of growth at greater distances from major employment areas than other strategic approaches. In many cases public transport in smaller villages is extremely limited, and most lack any significant services and facilities, therefore increasing the journey length to access these.

Key to Sustainability Objectives

Further information on the objectives can be found in the individual districts sustainability appraisal scoping reports.

South Cambridgeshire Sustainability Objectives		Cambridge City Sustainability Objectives
LAND	1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, productive agricultural holdings, and the degradation / loss of soils	1. Communities and Wellbeing
	2. Minimise waste production and support the reuse and recycling of waste products	
POLLUTION	3. Improve air quality and minimise or mitigate against sources of environmental pollution	4. Water 1. Communities and Wellbeing
BIODIVERSITY	4. Avoid damage to designated sites and protected species	8. Biodiversity and Green Infrastructure
	5. Maintain and enhance the range and viability of characteristic habitats and species	
	6. Improve opportunities for people to access and appreciate wildlife and green spaces	

LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE	7. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	7. Landscape, Townscape and Cultural Heritage
	8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.	
	9. Create places, spaces and buildings that work well, wear well and look good	
CLIMATE CHANGE	10. Minimise impacts on climate change (including greenhouse gas emissions)	6. Climate change mitigation and renewable energy
	11. Reduce vulnerability to future climate change effects	5. Flood risk including climate change adaptation
HEALTH	12. Maintain and enhance human health	1. Communities and Wellbeing
	13. Reduce and prevent crime and reduce fear of crime	
	14. Improve the quantity and quality of publically accessible open space.	
HOUSING	15. Ensure everyone has access to decent, appropriate and affordable housing	
INCLUSIVE COMMUNITIES	16. Redress inequalities related to age, disability, gender, race, faith, location and income	
	17. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	
	18. Encourage and enable the active involvement of local people in community activities	
ECONOMIC ACTIVITY	19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.	2. Economy

	20. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	
	21. Support appropriate investment in people, places, communications and other infrastructure	
TRANSPORT	22. Reduce the need to travel and promote more sustainable transport choices.	3. Transport.
	23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.	



Appendix 2: Representations on SA Draft for Cabinet Meeting

Prepared for:
South Cambridgeshire District Council

Prepared by:
ENVIRON
Exeter, UK

Date:
June 2013

Project or Issue Number:
UK18-18630

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Version Control Record				
Issue	Description of Status	Date	Reviewer Initials	Author Initials
1	Draft for Cabinet	June 2013	VTT	JD/EJ

1 Introduction

This appendix sets out a summary of the representations received from the public consultations at all stages of the preparation of the Local Plan so far.

Representation Numbers	Summary of Representation	Council's Response
36455, 32728. 32725, 33448	Not likely to be contaminated, and potentially contaminated should be scored as negative impact.	The mechanism for scoring sites is clear, and establishes a positive impact reflecting potential for remediation of contamination. If a site was not considered capable of mitigation it would score negatively.
40810, 40742, 40820, 40723	<p>We consider the Appraisal to be transparent. However we consider some of the Decision Making Criteria do not allow full consideration of the issues. For example, the Climate Change Sustainability Objective Decision Making Criterion does not take the energy saved through not burning fossil fuels by providing development in a sustainable location close to services and employment into consideration. Nor does the Decision Making Criterion for air pollution allow for the effect of minimising potential car journeys.</p> <p>The approach is flawed in so much that the most sustainable development options are not being differentiated from less sustainable options.</p>	<p>Rather than including it within other themes, sustainable transport was drawn out into a separate theme to assess impacts in more detail.</p> <p>Testing has considered access to services and facilities, access to employment, access to public transport, and cycling opportunities. It also considers the location of the site relative to the development sequence, scoring Cambridge or the edge of Cambridge at the highest level, due to the location being nearest to the highest order services and facilities.</p>
50429 Natural England	<p>Habitats Regulations Assessment</p> <p>We are satisfied with the conclusion of the initial assessment which suggests no significant effects are likely as a result of the issues and options identified, alone or in combination with other plans. We welcome acknowledgement that the</p>	Support noted.

	<p>Council will need to continue to work with stakeholders, Anglian Water, Cambridge Water, and the Environment Agency, to ensure options selected can be appropriately served by water and waste water infrastructure. We note that a further screening assessment will be carried out at the draft plan stage.</p>	
<p>50353 - RSPB</p>	<p>The impact on designated sites, even if it is not within the District Council area, needs to be a key consideration during the planning of new developments: * The impact of an increased population within the plan area on the Breckland SPA features: stone curlew, nightjar and woodlark. * The impact of new developments on water quality around the Ouse Washes.</p>	<p>Noted. The site assessments, and the HRA includes sites outside the district boundary.</p>

Representation Numbers	Summary of Representation	Council's Response
38714, 38710	Support development at Broad location 1, reserve position on development targets.	Noted.
34590	Comment son appraisal of site 275. Incorrectly appraised as environmental issues can be addressed.	Addressed in responses to Rejected SHLAA sites
38183, 37506, 36542, 36541, 36158	Support for rejection of Great Shelford sites.	Noted
36453	Comments on site 27.	Disagree, site correctly scored. The mechanism for scoring sites is clear, and establishes a positive impact reflecting potential for remediation of contamination. If a site was not considered capable of mitigation it would score negatively.
35955	Comments on site 110 and 255	Comments addressed in representations to site options paper.
36620	Comments on Site 52 – Site is not impacted by farm noise.	Comments addressed in representations to site options paper.

Representation Numbers	Summary of Representation	Council's Response
42586	SA does not include an assessment against all the SA criteria in the framework. Indicators are not carried through the assessment of sites. They do not include targets.	The SA framework provides clear reasons why some decision making criteria have not been applied to individual sites. Generally thi is because they would bednd on how a site was developed. The indicators provide a framework for monitoring significant effects, through the Council's Annual Monitoring report. Specific indicators to monitor the implementation of the plan will be developed through the plan making and sustainability appraisal process. It would not be possible to specifically measure the impact of sites or proposals on many of these indicators. In many cases they already closely

	<p>Guidance requires impact predictions to be supported by evidence, not guessed. For the SCDC qualitative assessment there is no evidence of references to research, discussions or consultation for those who helped carry out the SA to reach their conclusions.</p> <p>Not clear how the Sustainability Assessment of sites relate to the Settlement Summaries Table. The 'Themes' in the Initial SA do not appear in the Settlement Summaries Table. In addition, it is unclear why the Settlement Summaries Table has chosen to summarise only parts of the assessment. It is unclear how the scoring system determines the 'Sustainable Development Potential' of each site. Does not clearly demonstrate how grading related to the 'Sustainable Development Potential' of the site.</p>	<p>reflect the testing mechanism established through the site testing framework.</p> <p>The transparent nature of the SA means the source of the information, and the logic for the scoring is readily apparent. Many criteria utilise information from the SHLAA, and this is clearly stated. The sources of information are regularly quoted. They include consultation with bodies like the local highways authority or infrastructure providers, or specialist officers.</p> <p>The settlement summaries are not a substitute for the SA.</p> <p>The Strategic Housing Land Availability Assessment and Sustainability Appraisal Assessments of potential sites identify key constraints and considerations relating to potential development sites including suitability, availability and achievability. In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from both assessments have been combined in a series of settlement summaries which enable identification of which sites remain options, and which sites warrant rejection.</p>
<p>40626, 45073</p>	<p>Land on the edge of Cambridge high in the sequence of sustainable development locations, is not compared directly to other less sustainable locations for growth. Development on the edge of Cambridge has the most potential to deliver access to the widest range of services and facilities and is the best served location. Criteria are not relevant to urban extensions.</p>	<p>Issue 9 of the Issues and Options 2012 compared broadly the sustainability implications of different locations, including edge of Cambridge, new settlements, and sustainable villages. The accessibility merits of the edge of Cambridge are reflected in a number of the decision making criteria for judging impact on the objectives. Specifically the Access to Services Objective acknowledges the benefits of being close to Cambridge. This includes consideration against new settlement options. A number of Strategy options have been tested in the final SA, which consider the relative sustainability of a range of distribution options for development.</p>

	<p>Help people gain access to satisfying work appropriate to their skills, potential and place of Residence' - not only the provision of jobs on the edge of Cambridge but also the provision of housing on the edge of Cambridge benefits this objective as this would give people easy, affordable access to the pool of jobs. Does not reflect benefits of putting houses near a major employment site.</p> <p>Transport, Reducing the need to travel and promote more sustainable transport choices' the Decision Making Criteria are stated to be based on enabling shorter journeys, improving modal choice and integration of transport modes. However three of the four criteria are based on public transport including distance to the nearest bus stop/railway station and the frequency and length of journey. The likelihood of using the cycle decreases markedly for journeys greater than 5km and therefore the weighting used in the SA is skewed to favour longer journeys.</p> <p>There is no acknowledgement that a large development would bring forward an integrated public transport system with bus stops throughout the development.</p> <p>Northstowe scores highly but services and facilities will not be available from the outset.</p>	<p>The Accession model utilised to assess access to employment does highlight the benefits of a location near to Cambridge, but it also highlights that there are other significant areas of employment in the district.</p> <p>Accessibility of sites has been considered in great detail, and full details of the measurements against individual criteria has been provided as well as using a scoring mechanism.</p> <p>Under the Access to Services objective distance to local services and facilities is measured. Scoring is focused on short distances, supporting walking or cycling opportunities (beyond 1000m is scored as a significant negative). Access to public transport is also an important issue for longer journeys, and is also assessed.</p> <p>Under the objective to secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network, major developments which would result in significant improvement to public transport, walking or cycling facilities are identified as having a significant positive impact.</p> <p>The nature of Northstowe, with significant employment provision, high quality public transport via the guided bus, mean that it will score highly against those criteria.</p>
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	<p>The Decision Making Criteria related to the Sustainability Objective of reducing the need to travel in particular is not helpful in identifying the most sustainable locations for development because it does not allow for walking; it does not take into account that short cycle journeys are much more likely to be undertaken than longer journeys. We propose an additional Decision Making Criterion to allow for short cycle journeys on foot or by cycle. The likelihood of using the cycle decreases markedly for journeys greater than 5km and therefore the weighting used is skewed to favour longer journeys. Also, it is not recognised that the City offers alternative locations for services and facilities other than in the centre of town.</p>	
<p>45023</p>	<p>It is noted that for the most sustainable rural settlements consideration will be given to Greenfield sites on the edge of settlements. Sites within the development framework of rural settlements must be prioritised for allocation above all other sites.</p> <p>Landscape and Townscape – Sites in Green Belt cannot receive a positive score. Concerned this has not been adequately taken into account. Allocating land outside of the greenbelt is considered a positive when assessing the purposes and function of the Green Belt.</p> <p>Consideration is given to 'distance to centre' as an appropriate indicator to measure a sites suitability to services and facilities. Doesn't take account of nearby services on edge of settlements e.g. Tesco at Cherry Hinton near Fulbourn.</p>	<p>Sites within frameworks have been considered, but only a small number of sites were identified though the SHLAA process.</p> <p>The objective on landscape and townscape character is used to consider impact on the Green Belt. The importance is acknowledged by the fact that built development cannot get a positive impact in the Green Belt. If a site is not in the Green Belt impact on Landscape and townscape must still be assessed, and could still be identified as having negative impacts.</p> <p>The appraisal utilises the distance to a centre as a proxy for accessibility, as the greatest range of services are available there. The Tesco store is around 2km from the site discussed, further than the village centre. It does not merit alternative scoring.</p>

Table 1.4 Representations on Initial Sustainability Report 2013		
Representation Numbers	Summary of Representation	Council's Response
54186	Disagree with dismissal of the change to the village framework at Longwood, Dry Drayton (rep 36984, ref 17).	Site in Group village does not warrant allocation in the local plan, and has been correctly assessed.
55704, 55703, 55702, 55701, 55694, 55691, 55684, 55677, 55675, 55653	Frontage N of church St Great Eversden should be included as an important countryside frontage.	Addressed separately, as part of review of Important Countryside Frontages. Does not meet requirements to become an ICF.
55682, 55676, 55674, 55669, 55648, 53680, 51178 LGS	Object to the rejection of Local Green Space designation - Field between Walnut Tree Cottage and the Homestead, Church Street - Great Eversden	Addressed separately, as part of review of potential Local Green Spaces. Within Green Belt therefore would not be designated as LGS.
55121	PVAA at Duxford Managers Lane should be removed.	Assessed in review of Local Green Spaces (PVAA03)
51915	A full SA of site G34 should be undertaken.	The potential for designation as Local Green Space has been objectively assessed against a set of criteria.

Table 1.5 Representations on Initial Sustainability Report 2013 Part 1 Joint with Cambridge City Council		
Representation Numbers	Summary of Representation	Council's Response
22603	Should not be assumed that Cambridge needs to grow.	Noted. It is not assumed, but the Councils are required to meet objectively assessed housing needs.
21918	Provision of fibreoptic broadband connection to every dwelling should be mandatory	Noted. This issue is addressed in policy in the draft Local Plan.
21919	There is particular concern that development in the Green Belt at Fulbourn/Teversham will result in loss of identity of the 2 villages.	Noted.
22877, 22902	There is a need for South Cambridgeshire District Council to liaise with	Noted. The Council has worked with other authorities, through the Duty to Cooperate.

	Huntingdonshire District Council as well as with Cambridge City Council.	
23198	Green Belt protects from a certain kind of growth.	Noted.
22612	More people now work at home. Urban conglomeration of Cambridge now out of date.	The Councils are required to meet objectively assessed housing needs.
22617, 22621	Building 10,000 houses will deliver homes for London commuters.	The Councils are required to meet objectively assessed housing needs.
22581	It is commendable that Councils have worked together.	Noted.
21716	The assumption that some Green Belt is 'low-quality' is simply incorrect because the Guidelines do not recognise this distinction. A speedy inspection made in 2012 is not an objective assessment.	The NPPF requires the Councils to consider the consequences of the Green Belt for sustainable development. An intrinsic part of this is considering the quality of the Green Belt, and the consequences of its development. The 2012 review provides a robust objective assessment.
20433	Green Belt needs to be maintained.	Noted.
22586	Two tier assessment is logical approach.	Noted.
20434, 22349	Traffic a concern in relation to Trumpington stadium option.	Noted.
20311, 19357	Ice rink would provide opportunities for recreation, particularly for youth	Noted.
21519	Green Belt criteria does not mention access to the public.	Whilst desirable it is not a defining characteristic or purpose of the Cambridge Green Belt.
22641	Air pollution will only be addressed by electric buses. Flood risk rises with more tarmac surfaces.	Noted. Development would be required to avoid increasing flood risk.

Table 1. 6 Other Representations of the SA Approach		
<p>22965 22984</p>	<p>SA has not been undertaken on the Development Sequence, or the effects of the proposed constraint on the edge of Cambridge. The Councils are not in compliance with the SEA Directive as they have not tested the environmental effects of the Plan nor the alternatives; The Duty to Co-operate should extend through the full sequence of the development strategy with a SA undertaken so that the consequences of restricting development on the edge of Cambridge can be considered in entirety.</p> <p>The predicted environmental effects of the Plan including the alternatives are not presented to the public or decision makers and not therefore in compliance with the SEA Directive;</p> <p>As the Plan currently stands, the Councils are saying that the Green Belt is more important than all the other Sustainability Topics and Objectives together without understanding the effects on sustainability issues;</p> <p>Some proforma criteria are not SA matters.</p>	<p>The Councils have undertaken an SA of the full development sequence, and the impacts of focusing development at different levels in the sequence. They have also compared a number of site packages, three of which included varying scales of growth on the edge of Cambridge. The impacts of alternative strategies have been fully understood.</p> <p>The Councils have produced evidence for the reasons for the development strategy.</p> <p>Potential for large scale development to included mixed uses such as housing or employment was noted in the assessment.</p> <p>The proforma is clear how the criteria were developed, and their purpose as a joint tool.</p>

Appendix 3 Summary of Alternatives Tested and Preferred Approach

Chapter 2 Spatial Strategy

Issue Number	Issue	Alternatives Considered	Approach in Proposed Submission Local Plan	Summary of Reasons
I&O1 1	Vision	The consultation proposed to use the Council's corporate vision for the Local Plan: <i>South Cambridgeshire will continue to be the best place to live and work in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.</i>	Retain the Councils corporate vision as the Vision for the Local Plan.	How the vision is implemented is addressed by objectives, and subsequently by policies and proposals.
I&O1 2	Objectives	The Issues and Options Report proposed a set of 6 objectives that the Local Plan would aim to achieve.	Include all 6 objectives in the Local Plan, subject to a number of amendments.	Provide an effective set of objectives for implementing the vision.
I&O1 3	Jobs Target	How much new employment do you consider the Local Plan should provide for? i) Lower jobs growth – 14,000 additional jobs over the Plan period (700 jobs per year) ii) Medium jobs growth - 23,100 additional jobs over the Plan period (1,200 jobs per year) iii) High jobs growth - 29,200 additional jobs over the Plan period (1,500 jobs per year)	The number of jobs to be included in the Local Plan is 22,000 additional jobs which is the figure identified as the objectively assessed needs of the district identified in the Strategic Housing Market Assessment.	The NPPF says that plans should make every effort to objectively identify and then meet business needs, taking account of market signals. The figure is close to the Medium option consulted on in 2012. The Council considers this will support the Cambridge Cluster and provide for the creation of a diverse range of local jobs within the plan period.

I&O1 4	Housing Provision	<p>A. How much new housing do you consider the Local Plan should provide for?</p> <ul style="list-style-type: none"> i) Lower housing growth - additional 4,300 dwellings (equal to 925 dwellings per year) ii) Medium housing growth - additional 6,800 dwellings (equates to 1,050 dwellings per year) iii) High housing growth - additional 9,300 dwellings (equate to 1,175 dwellings per year) <p>B. Do you agree with the assumption for delivery of housing at Northstowe of approximately 500 homes per year?</p>	The SHMA identifies the objectively assessed need for 19,000 new homes in South Cambridgeshire by 2031. This is reflected in the draft local plan.	<p>The NPPF says that plans should make every effort to objectively identify and then meet housing needs, taking account of market signals.</p> <p>The outcome of this work on the Strategic Housing Market Assessment identifies the objectively assessed need for 19,000 new homes in South Cambridgeshire by 2031. The figure of 19,000 new homes implies an average delivery rate of 950 homes per year.</p>
I&O1 5	Windfall Allowance	Do you consider that the Plan should include an allowance for windfall development?	Do not rely on windfall allowance.	<p>The Council has fully allocated its housing requirement. The housing trajectory shows that existing completions and commitments and new allocations could provide 19,379 homes in the plan period. The Council has not relied on windfall sites even though it is confident that there will be a continuing supply of housing on such sites.</p> <p>Windfalls have not been relied on to meet the housing requirement; instead they</p>

				provide greater reassurance that delivery rates will be achieved.
I&O1 6	Providing a 5-year land supply	<p>What level of 5-year land supply buffer do you think the Council should plan for that would be capable of being brought forward from later in the plan period?</p> <p>i) 5% buffer; or ii) 20% buffer.</p>	5% buffer.	<p>the Council considers that the normal 5% buffer is the appropriate buffer for the South Cambridgeshire Local Plan with an end date of 2031.</p> <p>The Council has fully allocated its housing requirement (the housing trajectory shows that existing completions and commitments and new allocations could provide 19,379 homes in the plan period). The Council has not relied on windfall sites even though it is confident that there will be a continuing supply of housing on such sites and therefore these sites could help make up any shortfall if that were to occur at any point during the plan period.</p>
I&O1 7	Localism and Relationship with Neighbourhood Development Plans	<p>Do you think local aspirations can be reflected in the Local Plan?</p> <p>If yes, how can this best be done? If no, why do you take that view?</p>	<p>A number of proposals were submitted by Parish Councils to the Council during the consultation.</p> <p>They resulted in the following draft policies Policy E/8: Mixed-use development in Histon & Impington Station area Policy SC/1: Allocations for Open</p>	Reasons are addressed against individual proposals.

			<p>Space Policy S/7: Development Frameworks (village led changes) Policy NH/12: Local Green Space</p> <p>Other policies were not progressed e.g. PC” Cottenham.</p>	
I&O1 8	Presumption in favour of Sustainable Development	Do you think the Local Plan should include a specific policy focusing development on the re-use of previously developed land in sustainable locations, where the land is not of high environmental value?	Include a policy but address sustainable development more widely.	The policy is drawn from the National Planning Policy Framework and the model sustainable development policy provided by the Planning Inspectorate for inclusion within all local plans
I&O1 9 I&O2 (Part 1) 1	Development Strategy	<p>Question 9: What do you think is the best approach to the development strategy for South Cambridgeshire? All options are expected to need to involve some village development to provide flexibility and early housing provision:</p> <ul style="list-style-type: none"> i. Cambridge focus (would require a review of the Green Belt) ii. New Settlement focus iii. Sustainable Villages focus (would require a review of the Green Belt) iv. Combination of the above <p>Issues and Options 2013 (Part 1)</p> <p>Question 1: Where do you think the appropriate balance lies between protecting land on the edge of Cambridge that is of high significance to</p>	Addressed separately.	Addressed separately.

		Green Belt purposes and delivering development away from Cambridge in new settlements and at better served villages?		
I&O1 10	Green Belt	Do you think that the Green Belt purposes and functions remain appropriate for the new Plan?	Include purposes and functions of the Green Belt in the New Local Plan.	The NPPF sets out five purposes for Green Belts, the key one for the Cambridge Green Belt being: “to preserve the setting and special character of historic towns”. The purposes and functions of the Cambridge Green Belt have been established in previous Local Plans and are intended to help achieve the preservation of the setting of Cambridge and its special character. The Council considers they remain sound and this is supported by the comments received during the Issues & Options consultation.
I&O1 11	Considering Exceptional Circumstances for a Green Belt review	Do you consider that more land, beyond that already released and committed, on the edge of Cambridge and potentially at larger villages, should be released from the Green Belt in order to achieve sustainable development?	Cambridge City Council and South Cambridgeshire District Council jointly undertook a joint review of the inner Green Belt boundary in 2012. Six site options were subject to consultation through the Issues and Options 2013.	The Council needs to achieve a Green Belt boundary that will endure into the future and that is compatible with long term sustainable development particularly in the light of the unavailability of Cambridge Airport at least during the lifetime of the new Local Plan. The edge of Cambridge is the next most sustainable location for growth in the development

				sequence after the urban area of Cambridge but a balance must be achieved between the benefits of the accessibility aspects of sustainable development and need to protect the special qualities of Cambridge as a compact historic city with an attractive setting protected by the Green Belt.
I&O1 12	Green Belt Locations	Both Councils took a joined up approach in the issues and options consultations in Summer 2012 and asked whether land should be released from the Green Belt on the edge of Cambridge, and if so, where this should be. Ten broad locations around the edge of Cambridge were consulted on.	Cambridge City Council and South Cambridgeshire District Council jointly undertook a joint review of the inner Green Belt boundary in 2012. Six site options were subject to consultation through the Issues and Options 2013.	As above.
I&O1 13	Rural Settlement Categories	Which, if any, of the following changes to the rural settlement hierarchy do you agree with? Rural Centres: i. Should Cottenham be added as a Rural Centre (up from a Minor Rural Centre)? ii. Should Fulbourn be deleted from the Rural Centre category and added as a Minor Rural Centre? Minor Rural Centres: iii. Should the following be added as	The preferred approach was to: <ul style="list-style-type: none"> • Add Cottenham as Rural Centre. • Add Fulbourn, Milton, Swavesey, Bassingbourn, Girton, and Comberton to the list of Minor Rural Centres. • Do not include a separate category of 'Better served Group Villages'. 	Cottenham compares favourably with existing rural centres, whilst Fulbourn does not, and compares better with existing Minor Rural Centres. They should therefore be swapped. Five settlements stood out above existing Group villages, particularly due to the presence of employment, public transport, secondary education and proximity to

		<p>Minor Rural Centres?</p> <ul style="list-style-type: none"> - Milton - Swavesey - Bassingbourn - Girton - Comberton <p>Better Served Group Villages:</p> <p>iv. Should there be a further sub division of village categories to create a new category of better served group villages?</p> <ul style="list-style-type: none"> - Milton - Swavesey - Bassingbourn - Girton - Comberton <p>v. If so, should the 3 Minor Rural Centres that score less than the Better Served Group villages be changed to fall within this new category? They are:</p> <ul style="list-style-type: none"> - Papworth Everard - Willingham - Waterbeach <p>Other Group Villages and Infill Villages:</p> <p>vi. Should these remain in the same categories as in the current plan?</p>		<p>Cambridge. Rather than creating an additional stage, these have been included as Minor Rural Centres. This reduces complexity of the hierarchy, and these factors justify their higher position in the hierarchy.</p>
I&O1 14	Scale of Housing Development at Villages	<p>What approach do you think the Local Plan should take for individual housing schemes within village frameworks on land not specially identified for housing:</p> <p>i. Retain existing numerical limits for individual schemes</p>	Option I. Retain scale limits from Core Strategy 2007.	The existing thresholds provide a reasonable balance between allowing development, and avoiding unsustainable levels of growth in areas with limited

		<ul style="list-style-type: none"> ii. Increase the size allowed for individual schemes. iii. Remove scheme size limits for Minor Rural Centres, and if included for Better Served Group Villages, so they are the same as Rural Centres iv. Remove scheme size limits for all categories of village 		access to services, facilities and employment by sustainable modes of travel.
<p>I&O1 15</p> <p>I&O2 (Part 2) 6 & 7</p>	Approach to Village Frameworks	<p>A: Do you think the new Local Plan should:</p> <ul style="list-style-type: none"> i. retain village frameworks and the current approach to restricting development outside framework boundaries as defined on the Proposals Map ii. retain village frameworks as defined on the Proposals Map but include policies that allow small scale development adjacent to village frameworks where certain criteria are met, addressing issues including landscape, townscape, and access. iii. delete the current village frameworks entirely and provide greater flexibility for some development on the edge of villages controlled through a written policy. <p>B. Are you aware of any existing village framework boundaries that are</p>	<p>Option I. Include a development framework policy allowing infill development to occur in villages, and restricting development in the countryside to uses that need to be located there or consistent with other policies in the Local Plan.</p> <p>The village frameworks boundaries will be carried forward from the adopted plan, together with a small number of amendments as follows: Options VF1, VF3, VF4, VF5, VF7, VF8, PC3, Hillside at Orwell, and White Field Way at Sawston.</p>	<p>On balance it is considered that not including frameworks would undermine the sustainable development strategy being established through the plan, by loosening controls on the scale of development in rural areas. It could also undermine the delivery of affordable housing exception sites, which are important mechanism for meeting affordable housing needs in rural areas. Elements of flexibility have been introduced for specific uses by other policies in the plan, and a general loosening of development framework policy is not required.</p> <p>Options PC1, PC2 and PC4-13 did not demonstrate sufficient local support and should not be included within the draft Local Plan.</p>

		<p>not drawn appropriately because they do not follow property boundaries?</p> <p>The 2012 Issues and Options consultation gave the opportunity to suggest where existing village framework boundaries are not drawn appropriately. The Council received 73 representations proposing amendments to village framework boundaries.</p>		
I&O2 (Part 2) 5	Development to Fund a Bypass in Cottenham	Do you support or object to the development proposed by Cottenham Parish Council, that are geared to provide jobs, satisfy affordable housing needs, provide recreational and shopping facilities, and fund bypass, and if so, why?	Do not include an allocation in the Local Plan.	This proposal is not consistent with the Local Plan, and from the consultation responses does not appear to have an overall majority of local support.

Chapter 3 Strategic Sites

Issue Number	Issue	Alternatives Considered	Approach in Proposed Submission Local Plan	Summary of Reasons
I&O1 16 I&O2 (Part 1) Chapter 9 Questions 2 and 3 I&O2	Development Options	<p>Over 300 sites have been tested, as well as 41 sites tested jointly with Cambridge City Council on the edge of Cambridge.</p> <p>A total of 63 potential site options for housing development have been consulted on during the Issue & Options consultations.</p>	Addressed separately.	Addressed separately.

(Part 2) Issue 1				
Issues and Options 2012 Chapter 13 – Orchard Park	Cambridge Northern Fringe West (Orchard Park)	Carry forward the existing policy into the new Local Plan	Carry forward policy into new Local Plan.	<p>The Orchard Park site was originally allocated for mixed-use development including 900 dwellings in the South Cambridgeshire Local Plan 2004 and the Site Specific Policies Development Plan Document (adopted January 2010) carried forward the allocation. Outline planning permission was granted in 2005 and has lapsed. The majority of the development has been completed. Pre-application discussions are on-going to bring forward Parcel K1 for 36 self-build dwellings, which is the last remaining housing parcel from the original Development Framework Plan.</p> <p>The policy should be carried forward into the new Local Plan and remain until the development has been completed.</p>
Issues and Options 2012 Chapter 13 –	North West Cambridge – Huntingdon Road to Histon Road (NIAB2)	Carry forward the existing policy into the new Local Plan.	Carry forward the existing policy into the new Local Plan but include amendments to reflect the inclusion of the adjoining land (NIAB3). This additional site was considered through the joint edge of Cambridge Green Belt review, and	Land between Huntingdon Road and Histon Road, known as Darwin Green 2 and formerly NIAB 2, was released from the Green Belt for a sustainable

NIAB2			subject to consultation as site GB6 in the joint Issues and Options 2013 consultation.	<p>housing-led urban extension of Cambridge in the Site Specific Policies Development Plan Document (adopted in January 2010). The site is adjacent to the Cambridge City Council allocation at NIAB1.</p> <p>The policy should be carried forward into the new Local Plan and remain until the development has been completed.</p>
I&O1 108	Cambridge East	<p>What approach should the Local Plan take to Cambridge Airport?</p> <p>i. Retain the current allocation for development at Cambridge East.</p> <p>ii. Safeguard the site for development after 2031 or through a review of the Local Plan.</p> <p>iii. Return the whole site to the Green Belt or just the parts of the site which are open</p>	Option ii. Safeguard the site for future development.	<p>Marshall has made clear its intention to remain at its current site for the foreseeable future. Notwithstanding, in the event that Marshall were to decide in the longer term to make the site available for development, a major urban expansion to Cambridge at the Cambridge Airport site remains the most sustainable location for long term development.</p> <p>In plan making terms, it is a reasonable and appropriate response to the changed circumstances since the current plan to apply a safeguarding policy to the Airport site, safeguarded for possible long term new urban quarter to Cambridge if it becomes available, and that it would be</p>

				brought forward through a review of the Local Plan. The Cambridge East Area Action Plan would remain 'live' and could be drawn on as necessary, either in its current form or through a review depending on circumstances at the time of any future development.
I&O1 109	Cambridge East – North of Newmarket Road	<p>What approach should the Council take to the potential for housing development on land North of Newmarket Road at Cambridge East? Should the Council:</p> <ul style="list-style-type: none"> • Conclude that development cannot be relied on and the site be treated in the same way as Cambridge Airport? • Rely upon the policies of the Cambridge East Area Action Plan to determine any planning applications for development? • Include a new policy for the site in the Local Plan allocating the land for a housing-led development? 	Address in policy, which will replace Cambridge East Area Action Plan Policies CE/3 and CE/35, identifying allocations north of Newmarket Road and north of Cherry Hinton, and safeguarding the remainder of the airport site.	<p>The Cambridge East Area Action Plan provides an up to date policy framework for development of land north of Newmarket Road. The AAP allowed for development on this area, either as an early phase of the full Cambridge East development or as a stand alone new neighbourhood to Cambridge.</p> <p>Marshall is currently in pre-application discussions with the Council and intending to bring forward development and there is no need to include a policy in the new Local Plan, which could have the effect of delaying development of this site in a sustainable location on the edge of Cambridge and would not provide such a detailed policy framework for considering a planning application on this site.</p> <p>As the site is likely to deliver residential development during</p>

				the plan period, it has been included in the Housing Trajectory.
I&O1 109	Cambridge Northern Fringe East	<p>What do you think are the key principles for the development of Cambridge Northern Fringe East?</p> <p>i. Do you agree with our vision for the area?</p> <p>ii. Have we identified the right key principles for development?</p> <p>iii. What sites should be included in the boundary of the area?</p>	<p>Include a policy to enable the creation of a revitalised, employment focussed area centred on a new transport interchange, with a joint approach to planning with Cambridge City Council.</p> <p>Include a policy safeguarding land at Chesterton Sidings for the development of a railway station and interchange facility in the Promoting and Delivering Sustainable Transport and Infrastructure Chapter.</p>	<p>There is general support for a high quality, employment-led redevelopment. An area action plan is now proposed to be prepared, to enable the effective regeneration of the area and provide a more comprehensive joint policy. Work is already underway with the City and County Councils and local stakeholders to develop an implementations plan.</p>

Chapter 4 Climate Change

Issue Number	Issue	Alternatives Considered	Approach in Proposed Submission Local Plan	Summary of Reasons
I&O1 17	Mitigation and Adaption to Climate Change	Have the right issues for addressing climate change mitigation and adaptation been identified?	Include a policy requiring that the principles of climate change mitigation and adaptation are embedded within all development proposals, with all the issues in Question 17, but including the creation and enlargement of a better linked habitat network as an additional issue to consider. In the sustainable transport and infrastructure chapter acknowledge the challenge of reducing car use and promoting the use of sustainable forms of transport in a rural	<p>The Planning Act 2008 requires local planning authorities to include policies in their Local Plans designed to secure development and use of land that will contribute to the 'mitigation' of, and 'adaptation' to, climate change.</p> <p>The principles of climate change adaptation and mitigation are embedded within policies</p>

			district.	throughout the Local Plan, and therefore to avoid repetition the climate change adaptation and mitigation policy is succinct and references are provided in the supporting text to the key principles that should be considered with references to the detailed policies.
I&O1 18	Renewable and Low Carbon Energy Developments	<p>A: What approach do you think the Local Plan should take for the generation of renewable and low carbon energy?</p> <p>i. Include a criteria based policy seeking to maximise the generation of renewable and low carbon energy in the district and identifying the issues that would need to be addressed, and this would leave developers to make applications for their preferred areas.</p> <p>ii. Include a criteria based policy as set out in option i, but specifically requiring a separation distance of 2 km between a proposed wind farm (2 or more wind turbines) and any residential property, to protect residents from disturbance and visual impact. If the applicant can prove this is not the case a shorter distance will be considered.</p> <p>B: Should the Local Plan identify future</p>	<p>Option Aii. Include a criteria based policy identifying issues that would need to be addressed as listed in Question 18, such as impact on heritage, natural assets, agricultural land and nearby residents.</p> <p>Include as part of the policy for renewable and low carbon energy in new developments a requirement that growth areas and new settlements maximise onsite generation from these sources, but without specifying the type of technology to be used.</p>	<p>National Planning Policy Framework states that local planning authorities should deliver renewable and low carbon energy in their area.</p> <p>Policy identifies issues to be addressed by proposals.</p> <p>To protect the amenity of local residents from unacceptable adverse effects, the policy includes the Council's resolution on wind farms as one of the criteria that must be considered in discussions relating to proposals for wind turbines.</p>

		<p>growth areas and new settlements as potentially suitable locations for the inclusion of renewable or low carbon district heating systems?</p> <p>C: What type of renewable and low carbon energy sources should the Local Plan consider and at what scale?</p>		
I&O1 19	Renewables in New Developments	<p>To what extent should new development provide for onsite renewable energy generation?</p> <ul style="list-style-type: none"> All new developments should be required to provide onsite renewable energy? If so, should 10%, 15% or 20% equivalent provision be required? Small scale developments of less than 5 dwellings or less than 500 m² of non-residential floor space should be exempt? No requirements for renewable energy generation should be made. 	<p>Policy requiring: all new dwellings to meet a minimum of 10% of their total emissions using renewable technologies; and all new non-residential buildings of 1,000 sqm or more to reduce their emissions of carbon dioxide by 10% through the installation of renewable technologies, and allowing the use of site wide renewable or low carbon energy solutions involving the installation of a system that is not integrated within the new building.</p>	<p>New developments, such as housing, employment and community uses, can generate their own renewable energy by incorporating micro-generation of renewable and low carbon energy into their design. This will also contribute to the achievement of national renewable energy targets.</p> <p>The Council's evidence base document (Review of Merton Rule-style Policies in four Local Planning Authorities in Cambridgeshire) demonstrates that 10% remains an achievable and reasonable target, that can be applied to all dwellings.</p>
I&O1 20	Community Energy Fund	<p>A: Should the Local Plan enable the setting up of a Community Energy Fund that would allow developers to invest in offsite energy efficiency and renewable and low carbon energy projects to meet their carbon reduction targets?</p>	<p>Include a reference in the supporting text to the policy on Mitigation and Adaptation to Climate Change that if a Cambridgeshire Community Energy Fund is established, the Council's preference is for any 'allowable solutions' monies</p>	<p>To support the implementation of the Government's zero carbon policy.</p>

		<p>i: Yes? ii: No?</p> <p>B: Are there other alternatives?</p>	<p>secured to be paid into the fund and therefore spent locally.</p>	
I&O1 21	Sustainable Design and Construction	<p>What sustainable building standards should be required in new developments?</p> <p>i. Developments would only have to comply with Building Regulations requirements for energy efficiency.</p> <p>ii. All new buildings would comply with sustainable building standards. If so, should all new dwellings meet at least Code for Sustainable Homes Level 4, and all non-residential schemes meet at least the BREEAM 'very good' standard?</p> <p>iii. The zero carbon standard (Code for Sustainable Homes Level 5) would be required in larger scale developments?</p>	<p>Option I. Do not include a policy but use Building Regulations to determine the energy efficiency of new buildings.</p>	<p>Achieving higher code levels would increase costs, and could impact on the viability of development. On balance it is considered that the changes to Building Regulations offers the most appropriate solution for the district, balanced with the competing demands for developer contributions, including infrastructure and affordable housing.</p>
I&O1 22	Sustainable Show-Homes	<p>What approach to sustainable show-homes should we take?</p> <p>i. Rely on negotiating their provision on an individual site basis?</p> <p>ii. Require all developments that include a show-home to provide a sustainable show-home?</p>	<p>Option ii. Include a policy requiring developments that are providing a show home to provide a sustainable show home (either separately or instead of the show home) demonstrating environmentally sustainable alternatives beyond those already provided to achieve the standard agreed for the development.</p>	<p>To encourage buyers to opt to purchase more sustainable dwellings on our new developments, it is important that they are made aware of how the sustainability of the building can be improved through the use of environmentally friendly alternatives to standard</p>

		iii. Require developments of over 15 dwellings to provide a sustainable show-home?		conventional options, and what the benefits will be for them when they are living in there.
I&O1 23	Construction Methods	What approach should the Local Plan take to construction methods: i. Continue to include a construction methods policy? ii. Not specify construction methods in the Local Plan?	Option I. Include a policy requiring that development which by its nature or extent is likely to have some adverse impact on the local environment and amenity during construction and / or generate construction waste proposals must carefully manage materials to reduce the amount of waste produced and maximise the reuse or recycling of materials and that constructors are considerate to neighbouring occupiers.	The construction process for any new development utilises a significant amount of resources, generates construction waste and spoil, and can adversely affect the amenity of surrounding occupiers and the local natural environment, through the generation of noise, smells and dust.
I&O1 24	Water Efficiency	What approach should the Local Plan take on water efficiency in new housing development? What are your views on the following options? i. Rely on Building Regulations standards to reduce water use below the average existing levels. ii. Seek additional measures such as water efficient fixtures and fittings (to achieve equivalent of Code 3 or 4 of Code for Sustainable Homes), subject to financial viability. iii. Seek grey water or rainwater	Option ii. Include a policy on Water Efficiency, seeking the equivalent of code for sustainable homes level 4 (105 litres per person per day), and similar improvements based on the BREEAM standard for non-domestic buildings	The majority of respondents, including the Environment Agency and Cambridge Water, strongly support requirements for higher standards of water efficiency due to the district being within an area of water stress. In terms of balancing development viability with efficiency savings, the Code 4 equivalent offers a reduction in water use against building regulations of 20 litres per person per day, and can be achieved at low additional cost. The higher code 5 standard, which requires water recycling, would have

		recycling (to achieve equivalent of code 5 or 6 of Code for Sustainable Homes), subject to financial viability.		much higher cost implications, particularly for small developments.
I&O1 25	Water Quality	A: Have the right approaches to managing, protecting and enhancing water quality been identified? B: Are there any other issues which should be included?	Include a policy requiring that new development does not result in the deterioration of water quality.	The Council has a duty to ensure that there is improvement to water body quality through its policies and actions, including planning.
I&O1 26	Sustainable Drainage Systems	A: Have the right approaches to managing water and drainage sustainably been identified? B: Are there any other issues which should be included?	Include a policy requiring that sustainable surface water drainage is integrated within new developments.	The National Planning Policy Framework requires development to give priority to the use of sustainable drainage systems. This policy proposed is a manifestation of the recommendation with the Water Cycle Strategy Phase 2 (July 2011).
I&O1 27	Flood Risk	A: Have the right approaches to managing flood risk been identified? B: Are there any other issues which should be included?	Include a policy to manage development and flood risk.	A policy is needed in the Local Plan to provide local context. There is considerable flood risk in parts of the district, and it is of significant concern to residents.

Chapter 5 Delivering High Quality Places

Issue Number	Issue	Alternatives Considered	Approach in draft Local Plan	Summary of Reasons
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I&O1 28	Securing High Quality Design	<p>A: Have the right design principles been identified to achieve high quality design in all new developments?</p> <p>B: Should the Local Plan provide guidance on design of streets to improve the public realm, including minimum street widths and street trees?</p> <p>C: Do you think the Council should retain and update the District Design Guide?</p> <p>D: Would you like your village to produce its own design guide? If so, please let us know which village so that we can discuss how to take this forward with the local Parish Council.</p>	<p>Include a criteria-based policy outlining the design principles to be addressed in all new developments, and incorporating guidance on improving the public realm (B).</p>	<p>The National Planning Policy Framework advises that planning for sustainable development involves replacing poor design with good design. Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.</p> <p>In reviewing the policy, greater emphasis has been placed on responding to local character and reinforcing local distinctiveness to secure a more place-responsive design from developers, and addressing public realm issues, in response to comments received.</p>
I&O1 29	Public Art	<p>What approach do you think the Local Plan should take on public art?</p>	<p>Include a policy encouraging the provision of public art which allows for greater flexibility in terms of allowing art in a wider sense, but also requires more local involvement in the decision-making process</p>	<p>The public art policy only encourages provision of public art as a means of enhancing the quality of development. In reviewing the policy greater emphasis is given to local involvement in the decision-making process, including having regard to the local circumstances of the site and/or local aspirations, in response to comments received.</p>

Chapter 6 Built and Natural Environment

Issue Number	Issue	Alternatives Considered	Approach in Proposed Submission Local Plan	Summary of Reasons
I&O1 30	Landscape Character	Should the Local Plan include a policy requiring development proposals to reflect and enhance the character and distinctiveness of the landscape?	Include a policy requiring development proposals to reflect and enhance the character and distinctiveness of the landscape as set out in the issue.	Landscape character should be protected. With good design new development can add to the character of an area.
I&O1 31	Protecting high quality agricultural land	Should the Local Plan include a policy seeking to protect best and most versatile agricultural land (grades 1,2, and 3a) from unplanned development?	Include a policy seeking to protect best and most versatile agricultural land (grade 1, 2 and 3a) from unplanned development.	Recognition that agricultural land has a value for farming and for wildlife.
I&O1 32	Biodiversity	A: The Local Plan needs to protect and enhance biodiversity. Have we identified the right approaches? B: Do you think the Council should retain and update the Biodiversity Supplementary Planning Document?	Include a policy for biodiversity including all the approaches outlined in issue 32 and additionally including consideration of ancient woodlands and trees. Include the priorities set out in the Cambridgeshire Green Infrastructure Strategy.	Reflects requirements of the NPPF that the planning system should contribute to and enhance the natural and local environment.
I&O1 33	Green Infrastructure	A: Should the Local Plan include a policy requiring development to provide or contribute towards new or enhanced Green Infrastructure? B: Are there other new Green Infrastructure projects that should be added?	Include a policy requiring development to provide or contribute towards new or enhanced Green Infrastructure. The Cambridgeshire Green Infrastructure Strategy should be identified in the Local Plan in order to achieve the implementation of the proposals included in this strategy.	The National Planning Policy Framework (NPPF) requires that Local planning authorities set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure
I&O1 34	Impact of Development in the Green Belt	Should the Local Plan include policies to ensure that development in and adjoining the Green Belt does not have an unacceptable impact on its rural character and openness?	Include policies to ensure that development in and adjoining the Green Belt does not have an unacceptable impact on its rural character and openness.	Will ensure development that does not impact on the character of the Green Belt.
I&O1	Redevelopment in	Regarding infilling on, or complete	Option ii. Include a policy in the Local	Adding additional detail to the

35	the Green Belt	<p>redevelopment of, previously developed sites in the Green Belt, should the Local Plan:</p> <p>i) Rely on National Planning Policy Framework guidance for determining planning applications; or</p> <p>ii) Include more detailed guidance regarding design, such as scale and height of development?</p>	Plan that has detailed guidance addressing issues such as footprint, height and degree of impact from the development.	NPPF requirements will help to ensure qualities of the green belt are protected.
I&O1 36	Green Belt and Recreation Uses	Should the Local Plan include a policy requiring the cumulative impact of sports pitches and recreation development to be considered, to avoid the over-concentration of such sports grounds where it would be detrimental to the character and rural setting of Cambridge and Green Belt villages?	Include a policy in the Local Plan requiring cumulative impact of sports pitches and recreation development to be considered to avoid overconcentration of such sports grounds which it would be to detriment to purposes of Green Belt.	With the growth proposed in the extensions around the City in the Cambridge Green Belt it is likely that land will become more intensively used, which could result in uses such as playing fields being relocated to, or specifically developed on, Green Belt land. It is important this is done in a way which protects the overall rural character of the Cambridge Green Belt, rather than creating a character more associated with the urban environment.
I&O1 37 38 I&O2 (Part 2) 12 13	Protected Village Amenity Areas and Local Green Spaces	<p>A: Should the existing policy for Protected Village Amenity Areas be retained in the Local Plan?</p> <p>B: Please provide any comments, including if there are any existing PVAAs in villages (as shown on the Proposals Map) that you think should be removed or any new ones that should be identified.</p> <p>Should the Local Plan identify any open</p>	<p>To continue to include a policy in the plan protecting village amenity areas and also to include a policy for Local Green Space(LGS).</p> <p>A number of Local Green Spaces have been identified and included on the draft Policies Map.</p>	Suggestions that only one policy be used to protect green space in villages. However some PVAAs have an important role in protecting the character of a village but may not pass the tests for to be designated as a LGS. Individual sites were tested to see if they met the tests for being an LGS.

		<p>spaces as Local Green Space and if so, what areas should be identified, including areas that may already be identified as Protected Village Amenity Areas?</p> <p>60 sites were included in the 2013 consultation for consideration as LGS. A further 9 were identified as Parish Council proposed important green spaces as these sites submitted by the Parish Councils did not meet the criteria tests for LGS. Over 200 additional sites were suggested as a result of the 2013 consultation.</p>		
I&O1 39	Important Countryside Frontages	<p>Should the existing policy for Important Countryside Frontages be retained in the Local Plan?</p> <p>Please provide any comments, including if there are any existing Important Countryside Frontages in villages that you think should be removed or any new ones that should be identified.</p>	<p>A policy for Important Countryside Frontages to be included in the draft local plan</p> <p>A number of frontages were suggested across the district. Following testing a number have been included on the draft policies map.</p>	<p>In South Cambridgeshire there are many villages where land with a strong countryside character penetrates into the village or separates two parts of the built up area. Such land enhances the setting, character and appearance of the village by retaining a sense of a rural connection within a village. The frontage where this interface occurs has been identified to show that the frontage and the open countryside beyond should be kept open and free from development</p>
I&O1 41	River Cam and other waterways	<p>Should a policy be developed for the consideration of development proposals affecting waterways, that seeks to maintain their crucial importance for drainage, whilst</p>	<p>Do not include a policy.</p>	<p>There was a range of general comments from different organisations depending on their interest area from the primary function of the river being to</p>

		supporting their use as a recreation and biodiversity resource?		prevent flooding or for biodiversity or for leisure activities. Proposed policies including for biodiversity, water quality, sustainable drainage, and green infrastructure will cover these competing demands and that a specific policy for the River Cam was therefore not necessary for inclusion in the plan.
I&O1 42	Heritage Assets	<p>Taking account of the importance of the heritage asset, should the Local Plan include:</p> <ul style="list-style-type: none"> i. Individual policies addressing historic landscapes; archaeological sites; listed buildings and their settings and Conservation Areas; or ii. A single policy regarding the protection of all heritage assets 	Option ii. Include an overarching policy regarding the protection of all heritage assets.	The NPPF states local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. On balance it is not considered that a suite of policies is needed to achieve appropriate protection for historic assets, and a single policy is proposed.
I&O1 43	Assets of local importance	<p>A: Do you consider the Local Plan should protect undesignated heritage assets?</p> <p>B: If so, are there any specific buildings or other assets that should be included?</p>	Undesignated Heritage Assets has been included in the wider heritage assets policy. This includes assets identified in conservation area appraisals, through the development process and through further supplementary planning documents.	The Council will consider identifying further undesignated heritage assets in a Supplementary Planning document. The heritage assets suggested in representations can be considered through the SPD preparation process.
I&O1 44	Heritage Assets and adapting to climate change	A: Should the Local Plan include a policy to provide guidance on how listed buildings and buildings in Conservation	Include a policy to provide guidance on how listed buildings and buildings in Conservation Areas can be adapted to	The policy provides an appropriate balance to protecting heritage assets,

		<p>Areas can be adapted to improve their environmental performance?</p> <p>B: If so, where should the balance lie between visual impact, and the benefits to energy efficiency?</p>	improve their environmental performance.	whilst encouraging adaptation to climate change.
	Conservation Area and Green Separation between Longstanton and Northstowe	Green separation between Longstanton village and the new town of Northstowe	The policy should be carried forward into the new Local Plan and remain until the development of Northstowe has been completed.	The green separation between Longstanton village and the new town of Northstowe is designed to ensure the maintenance of the village character of Longstanton. It was identified through the Northstowe Area Action Plan.

Chapter 7 Delivering High Quality Homes

Issue Number	Issue	Alternatives Considered	Approach in draft Local Plan	Summary of Reasons
I&O 1 45	Housing Density	<p>i. Provide no specific guidance on density</p> <p>ii. Include a policy with a density target of an average of 30 dph on a development but allowing for variation from site to site to reflect local circumstance</p> <p>iii. Include a policy with higher average target densities in the most sustainable locations and lower average densities in the least sustainable but allowing for variation from site to site to reflect local circumstances.</p>	Option iii. Include a policy with higher average densities in the most sustainable locations (edge of Cambridge and new settlements at 40 dph), and lower average densities (30 dph), in less sustainable locations (Rural Centres, Minor Rural Centres and Group Villages), but allowing for variation from site to site to reflect local circumstances.	<p>Land is a finite resource and must be used efficiently if sustainable development is to be achieved and clear policy guidelines are a well understood and practical way to achieve this. The approach provides clear guidance combined with the flexibility to take into account local character, the scale of the development and other local circumstances.</p> <p>Option iii acknowledges the potential for higher densities in new communities, where there</p>

				<p>can be better access to alternatives to the car, and opportunities to address design issues comprehensively.</p> <p>Including no guidance what not secure the goal of making best use of land.</p>
I&O 1 46	Housing Mix – House Types	<p>i. Provide no guidance on housing mix (house types).</p> <p>ii. Include a policy on housing mix (house types) but only for market housing.</p> <p>iii. Any policy on housing mix (house types) should only apply to sites of 10 or more homes.</p> <p>iv. Any policy on housing mix (house types) should seek to balance demographic trends for smaller homes with market preferences for larger homes by seeking the provision of market housing as follows:</p> <ul style="list-style-type: none"> • At least 30% 1 or 2 bedroom homes, • At least 30% 3 bedroom homes • At least 30% 4 or more bedroom homes • With a 10% allowance for flexibility which can be added to any of the above categories taking account of local circumstances. 	<p>Option ii, iii, iv. Include a policy on housing mix that seeks to balance demographic trends for smaller homes with market preferences for larger homes. Such policy to only apply to market homes and only to sites of 10 or more homes, the affordable housing mix to be determined by local housing needs at the time of the development.</p>	<p>Will help the Local Plan achieve sustainable development in the District by better matching the new housing to be built over the plan period with the changing household structure of the population. Includes elements for flexibility, including for smaller developments.</p> <p>Providing no guidance would provide greater risk of housing needs not being met.</p>
I&O 1 47	Housing Mix	<p>i. Provide no guidance on the provision of housing for people with reduced mobility.</p> <p>ii. All affordable and 5% of market</p>	<p>Option ii. Include a policy provision requiring that all affordable housing and 5% of market housing be constructed to meet Lifetime Homes Standards.</p>	<p>Will help the Local Plan achieve sustainable development in the District by better matching the new housing to be built over the</p>

		housing should be designed to Lifetime Homes standards.		<p>plan period with the demographic trends for an aging population and known proportions of residents with reduced mobility.</p> <p>Providing no requirement would provide greater risk of housing needs not being met.</p>
I&O 1 48	Affordable Housing	<p>A: What target should the Local Plan include to address the need for affordable housing?</p> <p>i. The target for affordable housing remains at 40% of the number of dwellings granted planning permission accompanied by policy provisions which explicitly allow greater flexibility to take account of current and changing market conditions over time.</p> <p>ii. The target for affordable housing is reduced to 30% of the number of dwellings granted planning permission in relation to very large strategic scale sites and in those parts of the district with low house prices and remains at 40% elsewhere. Such a change could allow flexibility to increase the level to 40% across the district in response to changing market conditions over time.</p> <p>B: The threshold for seeking affordable housing provision could be increased to 3 dwellings or another higher number. What number would you prefer and why?</p>	Option Ai, B. Include a policy requiring the provision of affordable housing on qualifying sites except where to do so would make a development unviable or where off-site provision can be justified or a financial contribution accepted in place of on-site provision.	<p>40% has been proven to be achievable over the majority of the District and provided the policy explicitly allows for viability to be taken into account can be considered to form an appropriate starting point for future affordable housing negotiations. Raising threshold slightly will support smaller developments.</p> <p>Setting a lower threshold would reduce delivery of affordable housing, and would not reflect the high level of need in the district.</p>
I&O 1 49	Exception Sites Affordable	A. What approach do you think the Local Plan should take to affordable	Option Ai. Include a policy regarding the provision of affordable housing on rural	The inclusion of an element of market housing could be used to

	Housing	<p>housing on rural exception sites?</p> <p>i) Allow the minimum amount of market housing necessary on exception sites to make the affordable housing viable?</p> <p>ii) Provide more market housing to support local communities, the Local Plan could allow a greater amount of market housing on exception sites to support the provision of a significant amount of affordable housing.</p> <p>B. Do you think the Local Plan should allow greater flexibility in the occupation of exception site affordable housing to include the needs of a group of neighbouring villages?</p>	<p>exception sites, subject to a number of criteria including allowing a minimum proportion of market housing where this is essential to make a scheme viable.</p>	<p>achieve viability. Not allowing market housing could risk viability in some circumstances, and reduce the ability to meet affordable housing needs.</p>
I&O 1 50	Residential Space Standards	<p>i) Not include a policy on residential space standards in the Local Plan.</p> <p>ii) Include a policy on residential space standards in the Local Plan which would cover both affordable and market housing and which would be consistent with national standards set by the Homes and Communities Agency.</p> <p>iii) Include a more general policy on residential space standards in the Local Plan and include the actual standards in a Supplementary Planning Document.</p>	<p>Option ii. Include a policy on minimum residential space standards based on those of the Homes and Communities Agency applicable only to new market housing (on the basis that affordable homes must already comply with the standards and with the Lifetime Homes standard). Including the actual standards in the policy.</p>	<p>Will help ensure new housing is able to meet needs. Not including a standard would risk delivery of poor quality housing.</p>
I&O 1 51	Extensions to Dwellings in the Countryside	<p>How do you think the Local Plan should deal with extensions to dwellings in the countryside?</p> <p>i) Not include a policy.</p>	<p>Option iii. Include a simplified less restrictive policy concerning the extension of dwellings in the countryside but which retains the policy against the formation of</p>	<p>Will allow greater flexibility to consider site specific circumstances. To allow extensions to create separate</p>

		<ul style="list-style-type: none"> ii) Include a simplified version of the policy requiring the extension to be in scale and character with the existing dwelling. iii) Include a simplified version of the policy as in b), but also remove from it limitations concerning the creation of a separate dwelling. 	a separate dwelling as part of the process.	<p> dwellings would thus be contrary to the sustainable spatial strategy of the plan to concentrate development in the most sustainable settlements.</p> <p>Not including a policy would not provide appropriate guidance.</p>
I&O 1 52	Replacement Dwellings in the Countryside	<p>How do you think the Local Plan should address the issue of replacing existing housing in the countryside?</p> <ul style="list-style-type: none"> i. Keep the existing policy and continue to limit replacement dwellings in the countryside to being no more than 15% larger than the dwelling they replace. ii. Include a less restrictive policy on replacement dwellings in the countryside. 	Option ii. Include a simplified less restrictive policy concerning replacement dwellings in the countryside.	<p>Greater flexibility, but can consider other plan policies including the design policies to consider such matters as design quality, scale, local character and countryside impact.</p> <p>The 15% figure had proved too inflexible to address site specific circumstances.</p>
I&O 1 53	Development of Residential Gardens	<ul style="list-style-type: none"> i. Seek to prevent the loss of residential gardens except where it can be clearly demonstrated that there will be no harm to local character. ii. Allow for development of residential gardens in principle so long as the proposed development is consistent with the design policies of the Local Plan. 	Option I. Include a policy to protect residential gardens from development except where there would be no significant harm to the local area. Consultation responses clearly favour a policy with a protective stance rather than one which takes a more permissive approach, but all are concerned to ensure that there should be no significant harm to the local area including residential amenities.	Proposals for the residential development of gardens in South Cambridgeshire have led to concerns including impacts on residential amenity, local character, heritage and traffic.
I&O 1 54	Re-use of Buildings in the Countryside	<p>How do you think the Local Plan should address reuse of buildings in the countryside?</p> <ul style="list-style-type: none"> i) Not include a policy on the re-use of buildings in the countryside for residential use? ii) Include a policy on the re-use of 	Option ii. Include a policy permitting the use and adaptation of redundant or disused buildings in rural areas for residential use subject to relevant criteria including a prioritisation for future employment use.	There is strong support for the inclusion of such a policy. General support for residential development in the countryside would be unsustainable and employment uses are preferred.

		buildings in the countryside for residential use setting out what factors would be taken into account.		
I&O 1 55	Working at Home	<p>What approach should the Local Plan take to working at home?</p> <p>i) Not include a policy on working at home and rely on the other policies of the Local Plan and the NPPF to consider proposals.</p> <p>ii) Include a policy on working at home stating that proposals will be approved unless there would be an effective loss of residential use, or there would be unacceptable impacts on factors such as residential amenity, local character, heritage assets, and traffic and parking.</p>	Option ii. Include a policy that would permit working at home subject to specified criteria being considered.	Home working is growing in importance. Policy will offer greater certainty that amenity or other issues are appropriately addressed.
I&O 1 56	Countryside Dwellings of Exceptional Quality	<p>What approach should the Local Plan take to new countryside homes of exceptional quality?</p> <p>i) Not include such a policy.</p> <p>ii) Include a policy on exceptional homes in the countryside.</p>	Option ii. Include a policy to permit countryside dwellings of exceptional quality providing specified criteria are met.	Will add detail for consideration of proposals beyond that included in the NPPF, offering greater certainty that any proposals will be exceptional, and suitable for their location.
I&O 1 57	Gypsy and Traveller and Travelling Showpeople Accommodation	<p>What approach should the Local Plan take to the accommodation needs of Gypsies, Travellers and Travelling Showpeople?</p> <p>I) Set a target to provide 85 pitches for Gypsy and Traveller occupation over the period to 2031, which means we would need to provide an additional 50 permanent pitches by 2031.</p> <p>Not set a target for Travelling</p>	<p>Option I. Set a target to provide 85 pitches for Gypsy and Traveller occupation over the period to 2031.</p> <p>Option iv. Include a policy that will seek opportunities for delivery through new communities.</p>	<p>The target reflects the findings of the Gypsy and Traveller Accommodation Needs Assessment. The need has been addressed in the district through recent planning permissions.</p> <p>The Accommodation Needs Assessment 2011 identified a need for 4 additional plots between 2011 and 2016 in the district for Travelling</p>

		<p>Showpeople occupation and rely on an additional windfall site coming forward over the plan period.</p> <p>Explore with adjoining local planning authorities the extent to which local needs can be met in adjoining districts.</p> <p>The Local Plan require that site provision be made for Gypsy and Traveller occupation in all new settlements, and other allocated and windfall developments of at least 500 new homes.</p>		<p>Showpeople. In order to meet the requirements of Government Policy, this has been referenced in the Local Plan.</p> <p>Seeking opportunities at new communities will enable future needs to be considered, and support the delivery of sites if they are needed.</p>
Gypsy & Traveller DPD: Issues and Options 2 (July 2009) - Option OPT12	Gypsy and Traveller and Travelling Showpeople - Windfall Sites	Through the Gypsy and Traveller DPD Issues and Options 2 Consultation the Council considered a criteria based policy that would address proposals for windfall sites for Gypsy and Traveller sites and Travelling Showpeople Sites.	Include a criteria based policy to address applications for windfall sites.	It is important that the plan includes robust, clear and positive policies for addressing applications for windfall development.
Gypsy & Traveller DPD: Issues and Options 2 (July 2009) - Option OPT13	Gypsy and Traveller and Travelling Showpeople - Site Design	Through the Gypsy and Traveller DPD Issues and Options 2 Consultation the Council considered a criteria based policy that would address design issues.	Include a criteria based policy to address site design.	A design policy is needed to establish standards in terms of the design and layout of new sites, in order to ensure decent and healthy accommodation.
I&O 158	Dwellings to Support a Rural	How should the Local Plan address the needs of dwellings to support rural	Option I. Include a policy to govern the development of dwellings to support a	Consistent with the guidance in the National Planning Policy

	Based Enterprise	enterprises? i) Include a policy which sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise. ii) Not include such a policy and rely upon the policy guidance in the National Planning Policy Framework (NPPF).	rural based enterprise which includes specified criteria to be taken into consideration/satisfied.	Framework (NPPF), but adds additional details concerning such matters as the evidence that would be required from the applicant, any restrictions to be placed on the occupation of such dwellings and when they might be relaxed and that dwellings associated with the keeping of horses would not be appropriate.
Issues and Options 2012 Chapter 13 –	Bayer CropScience Site, Hauxton	The former Bayer CropScience site is a brownfield redevelopment site located on the A10 near Hauxton. The site was allocated for residential-led mixed-use development including B1 employment development, open space and community facilities in the Site Specific Policies DPD (adopted in January 2010). Planning permission has been granted.	Carry forward the existing policy for the Bayer CropScience site into the new Local Plan.	The policy should be carried forward into the new Local Plan and remain until the development has been completed. The current policy has been sustainability appraised and found sound at examination by an independent Planning Inspector.
I&O 1 112	Papworth West Central, Papworth Everard	How can we best invigorate Papworth Everard? i) Should the Local Plan include a specific policy to seek mixed-use development with community uses, employment and housing development? ii) Or should we not include a policy and deal with individual site proposals on their merits?	Option I. Continue to include a policy for the redevelopment of Papworth Everard based on the principle of providing a mix of uses including community uses, employment uses and housing.	Will continue to invigorate the centre of the village.
I&O 1 112	Fen Drayton Former Land Settlement	What approach should the Local Plan take to the Fen Drayton LSA Area? i) Continue to support the	Continue to include a policy allowing the redevelopment of existing agricultural buildings for experimental and ground-	Allows flexibility acknowledging history of the site, but reflects the countryside location. Sites are

	Association Estate	<p>redevelopment of existing buildings on the former Fen Drayton LSA site to support on-site experimental or other forms of sustainable living?</p> <p>ii) How do you think the former Fen Drayton LSA should evolve?</p>	<p>breaking forms of sustainable living provided that it can be demonstrated that the buildings are no longer needed for agricultural purposes and the development would not occupy a larger footprint than the existing buildings that are being replaced.</p>	<p>now coming forward which comply with the policy.</p>
I&O 1 114	Great Abington Former Land Settlement Association Estate	<p>Question 114: Do you consider that if the Local Plan retains limits on the scale of extensions to existing dwellings or the size of replacement dwellings in the countryside, a different approach should be taken in the former Great Abington Land Settlement Association area to provide greater flexibility?</p>	<p>Do not include a policy as the existing district wide policies for extensions and replacement dwellings in the countryside are being amended to remove the restrictions on size and to be a criteria based approach taking account of local character.</p>	<p>A more flexible district wide approach will allow greater flexibility within the Great Abington former LSA estate and should ensure that the substandard nature of some homes can be rectified.</p>
I&O 1 114	Linton Special Policy Area	<p>Should the Local Plan continue to restrict residential development south of the A1307 at Linton?</p>	<p>Include a policy restricting windfall residential development south of the A1307</p>	<p>Due to it being difficult for residents, workers or visitors to safely and easily access the services and facilities in the centre of the village.</p>
I&O 2 (part 2) 9	Residential Moorings on the River Cam	<p>Site option for a residential mooring at Fen Road</p>	<p>Include a site allocation for residential moorings on Chesterton Fen Road, Milton.</p>	<p>Delivery of additional moorings will help address river congestion in Cambridge. The allocation adjoins a site previously identified in the Cambridge Local Plan 2006, and proposed in the new Cambridge Local Plan. Environmental issues are capable of being addressed appropriately.</p>

Chapter 8 Building a Strong and Competitive Economy

Issue Number	Issue	Alternatives Considered	Approach in draft Local Plan	Summary of Reasons
I&O 1 59	New Employment Provision near Cambridge	Should employment provision be planned for: i. Cambridge Northern Fringe East, and densification on the Cambridge Science Park? ii. On new allocations on the edge of Cambridge which have previously been designated Green Belt	Option I: Include a policy which identifies the area around the new railway station at Chesterton Sidings as an opportunity to create a high density mixed employment led development including associated supporting uses to create a vibrant new employment centre, and a policy supporting the redevelopment / intensification of Cambridge Science Park on the northern edge of Cambridge, subject to other policies in the Local Plan. Option ii: Allocate site GB6 (Fulbourn Road) for employment use.	Including policies would reflect the needs identified in the Employment Land Review 2012.
I&O 1 60 I&O 2 (Part 2) 2	Employment Allocations	A: Should the existing employment allocations where development is partially complete be carried forward into the Local Plan? B: Should the existing employment allocation North of Hattons Road, Longstanton be carried forward into the Local Plan? C: Are there any other areas that should be allocated in the Local Plan for employment? Site option at Former Thyssenkrup Plant, Bourn Airfield, Bourn. Other sites tested but rejected.	Include the existing Employment Allocations in the new Local Plan (options A and B) Allocate the site for redevelopment for alternative employment uses, in association with the Bourn Airfield new settlement.	Policy for existing sites will enable their completion. They do not warrant consideration for other uses. Hattons Road Longstanton, allocated as part of the Home Farm development and previously benefiting from planning permission including reserved matters, has not come forward, but it is near to Northstowe, and relatively near to the Guided Busway. Former Thyssenkrup Plant, Bourn Airfield, Bourn provides a particular opportunity as it is well

				<p>related to the Bourn Airfield site, and could assist in providing employment to a new village.</p> <p>Other sites rejected for various reasons (see detailed audit trail for individual sites)</p>
I&O 1 61	Local Development Orders	<p>A: Should the Council consider issuing Local Development Orders to help speed up employment development? B: If so, where?</p>	Do not include a policy.	This is not a matter for the Local Plan, as an LDO would be established through a separate process.
I&O 1 62	Limitations on the occupancy of New Premises in South Cambridgeshire	<p>i. Retain the current policy approach to encourage high tech research and development but offices, light industry and warehousing being small scale local provision only.</p> <p>ii. Retain the policy in its current form for specified areas:</p> <ul style="list-style-type: none"> • Cambridge Science Park • Granta Park • Babraham Institute • Wellcome Trust • Melbourn Science Park • North West Cambridge (University) <p>iii. Amend the policy to allow for large scale, high value manufacturing and high tech headquarters to locate to South Cambridgeshire.</p> <p>iv. Remove the policy apart from the restriction on large-scale warehousing and distribution.</p>	Option iv. Do not include a policy on selective management of employment in the Local Plan, but include a policy restricting large scale warehousing and distribution centres.	<p>On balance the evidence suggests the benefits of removing the policy currently outweigh the costs. Responds to evidence suggesting benefits of greater flexibility.</p> <p>Large scale warehousing and distribution centres require a large land area, but generate relatively low numbers of jobs. They could quickly reduce the available land supply, and increase pressure on transport networks, which could harm the continued prosperity of the high technology clusters.</p>

		v. Remove the policy entirely.		
I&O 1 63	Promotion of Clusters	Should the Local Plan continue to include a policy supporting the development of clusters?	Include a policy supporting the development of Clusters in the Local Plan.	A specific policy is needed to reflect the needs of cluster related firms, as highlighted by the Council's Economic Development Strategy.
I&O 1 64	Shared social spaces as part of employment areas	Should the Local plan seek shared social spaces on or near employment parks?	Include a policy supporting the development of shared social spaces on employment parks.	Evidence suggests it can benefit development of employment parks.
I&O 1 66 I&O 2 (Part 2) 3	Established Employment Areas in the Countryside	<p>A: Should development within established employment areas in the countryside be allowed?</p> <p>B: Should additional areas (both around 10 hectares), be included at: Eternit UK site between Meldreth and Whaddon; Barrington Cement Works (area of existing and former buildings)</p> <p>Revised boundary to the Granta Park Established Employment Area boundary.</p> <p>Revised boundary at Genome Campus.</p> <p>Other boundary changes tested but rejected.</p>	<p>Option A. Include policy in Local Plan.</p> <p>Include the addition of the Eternit site (Bi), but not the Barrington Cement Works (Bii).</p> <p>Amend boundary at Granta Park.</p> <p>Amend boundary at Genome Campus.</p>	<p>Policy identifies major employment areas, and supports their continued use and adaptation.</p> <p>It is not intended to allocate additional land for employment development, or to allow sites to expand into the countryside unchecked. They have been drawn around previously developed major employment sites, or land that has been committed for development i.e. land with planning permission.</p> <p>The Eternit site is similar to a number of other sites already included in the policy.</p> <p>Barrington Cement Works does not compare with the other areas, which are in active use. Its status and as an established employment site is therefore questionable.</p>

				Revised areas at Granta Park and Genome Campus reflect proposals which have planning permission.
I&O 1 67	New Employment Development in Villages	<p>What approach should the Local Plan take to the scale of employment development in villages?</p> <p>i. Continue to restrict to small scale development (employing 25 people) and the size limitations: Offices (B1a): 400 m², High tech / R & D (B1b): 725 m², Light Industry (B1c):800sq m², General Industry (B2):850 m², Warehousing (B8):1,250 m²).</p> <p>ii. A more flexible approach that development should be in keeping with the category, character, function and of the settlement.</p>	Option ii. Include a policy in the Local Plan which supports employment development in villages which is in keeping with the category, character and function of the settlement.	Thresholds provide certainty regarding scale, restricting large scale development in rural areas, but the thresholds have proven insufficiently flexible to deal with the variety of sites within the villages of the district. Other policies ensure environmental issues addressed.
I&O 1 68	New employment buildings on the edge of settlements	<p>A: What approach should the Local Plan take to employment development on the edges of villages?</p> <p>i. Flexibility to utilise previously developed land adjoining or very close to the village frameworks of any villages.</p> <p>ii. Flexibility to utilise green-field land <u>adjoining</u>, and logically related to the built form of the settlement of Rural, Minor Rural Centres [and Better Served Group villages if added as a new category of village – see question 13].</p> <p>B: Should applicants be required to demonstrate there is a lack of suitable</p>	Option Aii and B. Include a policy enabling employment development on the edges of villages, with appropriate criteria to address adverse impacts.	<p>The policy would enable the re-use of previously developed land, but where this is not possible would enable the use of greenfield land in appropriate circumstances. This additional flexibility will help support the rural economy, and provide additional flexibility to support the needs of businesses.</p> <p>Environmental issues addressed by other policies. It is reasonable to seek to ensure alternatives have been fully explored before development on greenfield land on the edges of villages is</p>

		buildings and sites within the settlement?		considered.
I&O 1 69	Extensions to existing businesses in the countryside	What approach should be taken to extension of existing businesses in the countryside? i. continue to apply a generally restrictive approach, where proposals would have to demonstrate exceptional circumstances; or ii. support expansion of existing firms where schemes are of an appropriate scale, do not have an adverse effect in terms of character and amenity, and can be justified through submission of a business case.	Option ii. Include a policy which supports expansion of existing firms, where schemes are of an appropriate scale, do not have an adverse impact in terms of character and amenity, and can be justified through submission of a business case (subject to the requirements of Green Belt policy).	The NPPF requires plans to support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings. A generally restrictive approach would not support existing businesses, and would be overly restrictive.
I&O 1 70	Conversion or Replacement of Rural Buildings for Employment	A: Should the Local Plan should continue to prioritise employment uses for rural buildings where traffic generation is not a problem? B: Should the Local Plan support extensions where they enhance the design and are not out of scale and character with the location.	Option A and B. Include a policy in the Local Plan which continues to support the reuse of rural buildings for economic purposes. Amend policy to be supportive of extension where it would enhance the design and not be out of scale and character with the location.	The NPPF requires a positive approach to support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings.
I&O 1 71	Farm Diversification	Do you agree that the Local Plan should continue to support farm diversification?	Include a policy in the local plan supporting farm diversification.	Agriculture is an important sector in South Cambridgeshire, and diversification can help to support working farms. There are sufficient controls, including through other policies, to ensure a scheme is appropriate to the location.
I&O 1 72	Retention of Employment Sites	A: Should the Local Plan continue to resist the loss of employment land to alternative uses:	Option Aii. Maintain a policy which protects employment land in villages, and extend to include sites on the edges of	Evidence highlights the importance of maintaining employment land to the

		<p>i. in villages only ii. include areas outside frameworks on the edges of villages.</p> <p>B: Should the Local Plan include the alternative more detailed tests in Issue 72 for determining when alternative use of an employment site should be permitted?</p>	<p>villages.</p> <p>B. Include additional details to make the marketing element of the tests more robust.</p>	<p>sustainability of villages. There are important employment sites on the edges of villages where the loss would have similar negative impacts to sites inside a village framework. The policy should therefore be widened to encompass areas outside frameworks on the edges of villages. Tests have been reviewed to provide clarity but remain reasonable.</p>
I&O 1 73	Tourist Accommodation	<p>A: Should appropriately scaled development for visitor and holiday accommodation in villages, and the conversion or redevelopment of rural buildings in the countryside be supported?</p> <p>B: Should the Local Plan provide greater flexibility for new visitor accommodation by allowing redevelopment of any previously developed land in the countryside for small scale holiday and visitor accommodation?</p>	<p>Option A. Include policy which enables appropriately scaled tourist accommodation within settlements, but generally restricts development in the countryside to reuse of existing buildings.</p>	<p>The NPPF requires support for sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.</p> <p>There is already flexibility in current policies to support tourism development in the countryside, focused on farm diversification, and re-use / replacement of appropriate buildings. Allowing development of previously developed land in the countryside for small scale visitor accommodation would increase flexibility, but it could result in the proliferation of residential units in the countryside, which could impact on rural character, and sustainability.</p>

I&O 1 74	Tourist facilities and visitor attractions	<p>A: Should the Local Plan contain a policy supporting the development of appropriate tourist facilities and visitor attractions?</p> <p>B: Could these be located in the countryside?</p>	Option A and B. Include a policy in the Local plan which supports development of tourist facilities utilising and enhancing the areas existing tourism assets.	The importance of tourism was recognised in representations, but also concern that development should be of a sustainable scale, and not cause harm to the landscape and the assets of the district. The policy aims to achieve an appropriate balance.
I&O 1 75	Retail Hierarchy	<p>Where should new retail and service provision occur?</p> <p>i. New retail provision and main town centre uses should be in scale with the position of the centre in the retail hierarchy as follows:</p> <ul style="list-style-type: none"> • Town centres: Northstowe; • Rural Centres village centres; • All other villages. <p>ii. New facilities should be provided differently – if so, how?</p>	Option I. Carry forward hierarchy into the new Local Plan. Note: If new settlements allocated in the plan, they would need to be added at appropriate levels to the hierarchy.	Important for maintaining vitality and viability of centres.
I&O 1 76	Assessing the Impact of Retail Development	<p>What should be the floorspace threshold above which retail impact assessments are required?</p> <p>i. 2500m² - large superstore</p> <p>ii. 500m² - village scale supermarket</p> <p>iii. 250m² - typical village shop</p>	Option ii/iii. Include a threshold for retail impact assessments of 500m ² in the village centres of Rural Centres, and 250m ² elsewhere.	There was significant support for having a lower threshold than the default set by the NPPF of 2,500m ² . An impact assessment does not preclude development; it ensures any significant impacts are identified. In village centres of rural centres, the larger scale supermarkets of up to 500m ² would be appropriate, but it would be appropriate to test the impact of larger stores. Outside these areas and in smaller villages, a lower threshold of

				250m2 would be appropriate, as a larger store could impact on the viability of village centres.
I&O 1 77	Meeting Retail Needs	Question 77: Should the Informal Planning Policy Guidance on foodstore provision in North West Cambridge should be reflected in the new Local Plan?	Do not include a policy on north west Cambridge in the Local Plan.	The retail referred to in the informal policy has now largely gained planning permission.
I&O 1 78	Village Shops and Related Local Services	Do you think that the Local Plan should support development of new or improved village shops and local services of an appropriate size related to the scale and function of the village?	Include a policy supporting the development of village shops and services of an appropriate size related to the scale and function of the village.	Supports village shops and services of an appropriate size to the scale and function of the village. This is important to help support accessibility of services, and maintain the sustainability of village
I&O 1 79	Retailing in the Countryside	Do you think that retail development in the countryside should be restricted? i. As described. ii. To include additional facilities.	Option I. Include a policy in the new Local Plan restricting retail development in the countryside.	Sporadic development of retail in the countryside could support unsustainable patterns of development, and undermine village and town centres. However, there are some retail uses that need a countryside location and can support the rural economy.
I&O 1 111	Papworth Hospital site, Papworth Everard	What should the Papworth Hospital site be used for when the hospital relocates to Addenbrooke's? i) A preference for continuation of healthcare on the site, and only if a suitable user cannot be found, other employment uses compatible with adjoining residential; ii) Employment uses that would be compatible with adjoining	Option I. Continue to include a policy allowing the Papworth Hospital site to be redeveloped and including a sequential approach with the preferred uses being i. healthcare and ii. employment.	The loss of employment from the hospital site would have a significant impact on the economy of the village, and the ability of people to find work locally.

		residential; iii) Housing led development, including mixed uses.		
I&O 1 116	The Imperial War Museum site at Duxford Airfield	Should the Local Plan maintain the approach to development at the Imperial War Museum at Duxford, that it must be associated with the continued use of the site as a museum of aviation and modern conflict?	Continue to include a policy that allows the Imperial War Museum at Duxford to be treated as a special case given to its national significance, but amend the existing adopted policy to be more flexible on the uses that will be permitted. The policy must ensure that details of projected increases in noise are provided with all proposals which would lead to an increase in commercial or flying activity.	Amending the policy to include more flexibility over the uses that would be permitted on the site will ensure that the vitality and sustainability of the site is assured and the Imperial War Museum can make good use of their assets.
I&O 2 (Part 2) 4	Parish Council Proposal for 'Station', Histon and Impington	Proposal by Histon and Impington Parish Council for 'Station' in Histon and Impington	Include a policy in the Local Plan for mixed-use development in the 'Station' area of Histon and Impington.	Will enable redevelopment of the area to enhance the village.
	Fulbourn and Ida Darwin Hospitals Site	A policy allowing the redevelopment of the Ida Darwin Hospital and Fulbourn Hospital sites for residential development and new mental health facilities was originally included in the Site Specific Policies Development Plan Document (adopted January 2010).	Carry forward the existing policy into the new Local Plan but remove the references to Policy GB/4 of the Development Control Policies DPD which designated the site as a major developed site in the Green Belt.	Provides a framework for the site as it comes forward for development. The current policy has been sustainability appraised and found sound at examination by an independent Planning Inspector.

Chapter 9 Successful Communities

Issue Number	Issue	Alternatives Considered	Approach in Proposed Submission Local Plan	Summary of Reasons
I&O1 40	Community Orchards and	Should the Local Plan seek to encourage the creation of community	Include in the Local Plan policies which seek to encourage the creation of	They provide a range of benefits, including biodiversity, landscape

	Allotments	orchards, new woodland areas or allotments in or near to villages and protect existing ones?	community orchards, new woodland areas or allotments in or near to villages and to protect existing ones.	enhancement, and fruit for local communities and a catalyst for the community to come together.
I&O1 80	Health Impact Assessment	<p>A: Should the Local Plan continue to seek Health Impact Assessments (HIA) to accompany major development proposals?</p> <p>B: Should the threshold when HIA are required:</p> <ul style="list-style-type: none"> i. Remain at 20 or more dwellings or 1,000m² floorspace; or ii. Be raised to 100 or more dwellings, or 5,000m² floorspace. 	Option A, Bi. Continue to include a policy to seek Health Impact Assessments retaining the existing threshold of 20 or more dwellings or 1,000m ² , but the wording should state that a HIA is required that is appropriate to the scale of the development.	By allowing flexibility within the policy this will allow for different levels of detail within HIA depending on the scale of the development. A rapid impact assessment could pick up if a small development is having a greater impact than expected and allows for more detail assessment to be carried out.
I&O1 81	Protection of Village Services and Facilities	<p>A: Should the Local Plan seek to continue to protect where possible local services and facilities such as village shops, pubs, post offices, libraries, community meeting places, health centres or leisure facilities?</p> <p>B: Are there any other services and facilities that should be included?</p> <p>C: Should the Local Plan include the alternative more detailed and stringent tests proposed in Issue 81 for determining when an alternative use should be permitted?</p> <p>D: If not, why not? What alternative polices or approaches do you think should be included?</p>	<p>Option A, B,C. To continue to include a policy in the Local Plan protecting village services and facilities but to make some amendments to it such as widening the range of services covered by it and to amend the tests that will be used.</p> <p>In order for more services to be included within the scope of the policy the following have been included:</p> <ul style="list-style-type: none"> Add 'banks' which are currently not included. Change 'community meeting places' to 'community buildings and meeting places' – this would then include youth centres / scout huts / religious establishments. Change 'health centres' to 'health facilities' – this would then cover doctors' surgery, dentists. 	By including a policy in the Local Plan the Council is recognising the importance of retaining services within a village and their value as meeting places. The tests provide a reasonable balance, providing opportunities for services to be retained, whilst allowing there loss when this is appropriately demonstrated not to be possible or appropriate
I&O1	Developing New	A: Do you agree with the principles of	The Local Plan should be based on the	Important the needs of new

82	Communities	<p>service provision in Issue 82?</p> <p>B: If not, why not? What alternative issues do you think should be included?</p>	<p>principles for service and facility provision as set out in Issue 82. Consideration should be given to existing residents from an area when developing a new community.</p>	<p>communities are fully considered.</p>
<p>I&O1 83, 85, 86</p> <p>I&O2 (Part 1) 8</p>	<p>Provision of sub-regional sporting, cultural and community facilities, Ice Rink and Concert Hall</p>	<p>Question 83: A: Is there a need for any other sub-regional sporting, cultural and community facilities that should be considered through the Local Plan Review? B: If there is a need, what type and size of facility should they be? C: If there is a need, where is the most appropriate location?</p> <p>Question 85: A: Is there a need for an ice rink in or near to Cambridge? B: If there is a need, where should it be located?</p> <p>Question 86: A: Is there a need for a concert hall in or near to Cambridge? B: If there is a need, where should it be located?</p> <p>Issues and options 2013 (Part 1)</p> <p>Question 8: A: Rather than identifying specific sites, should the Local Plans include a general policy to assist the consideration of any proposals for sub regional facilities such as ice rinks and concert halls, should they come</p>	<p>Do not include a policy, but instead provide supporting text.</p>	<p>There are a number of facilities some of sub regional significance, which have struggled to find space within Cambridge. Cambridge City Council and South Cambridgeshire District Council recognise that delivering such facilities within the sub-region is desirable, but are not satisfied that a compelling case exists for the need for a community stadium or other facilities in a Green Belt location. Any proposals would be considered on an exceptional basis, and would have to demonstrate there is a need, and they comply with the National Planning Policy Framework, and in particular the sequential approach to town centre uses, and other policies in the Local Plan.</p>

		forward? B: Are the right principles identified? If not, what should be included?		
I&O1 84	Community Stadium	Question 84: Is there a need for a community stadium?	Do not allocate a site for a community stadium.	Cambridge City Council and South Cambridgeshire District Council do not consider that objective, up to date evidence of need for a community stadium has been demonstrated.
I&O2 (Part 1) 4 to 7		If there is a need, what type and size of facility should it be, and where is the most appropriate location? Question 4: Do you think there is a need for a community stadium serving the sub-region? Question 5: Do you agree with the principles identified for the vision for a community stadium? Question 6: If a suitable site cannot be found elsewhere, do you think the need is sufficient to provide exceptional circumstances for a review of the Green Belt to accommodate a community stadium? Question 7: Which if any of the following site options for a community stadium do you support or object to, and why? - Site Options CS1 to CS9		A review of evidence (Major Facilities Sub Regional Facilities in the Cambridge Area - Review of Evidence and Site Options) concluded that demonstrable need is a subjective issue, and should be tested further through public consultation, particularly as public consultation did not form part of previous studies. There are potential benefits to a community stadium scheme, highlighted by the studies, but the Councils have to make a judgement whether the need has been demonstrated, and in particular whether need is sufficient to provide exceptional circumstances for a review of the Green Belt. It is not considered that the need is sufficient to justify a Green Belt review, particularly given the harmful impacts identified of the sites tested.

				Through the plan making process the Councils sought to identify potential site options that could accommodate a community stadium. A range of options were considered before 9 options were identified. Two sites were suggested to the Council were included in the public consultation. All presented significant challenges, and do not warrant allocation.
I&O1 87	Open Space Standards	A: Should the Local Plan continue to include a policy for open space provision? B: Do you agree with the standards of provision listed in Issue 87 that is similar to the current adopted policy? C: If not, why not? What alternative policy or approach do you think should be included?	Continue to include a policy for open space provision using the standards set out in Issue 87.	The standard is appropriate for the district based on local open space needs assessment.
I&O1 88	Allotments	A: Should major new housing developments include provision of allotments? B: Do you agree with the standard of provision proposed in Issue 88? C: If not, why not? What alternative policy or approach do you think should be included?	Option B. Include allotment and community orchard provision within the relevant open space policies to ensure sites are included in major new housing developments using the standard of around 32 allotments per 1,000 households.	Wide support for including allotments within a policy in the Local Plan and using the standard which is one used by Cambridge City Council, and follows research into supply and demand through the Audit and Assessment of need for open space.
I&O1 89	Standards for On-Site Open space Provision	A: Do you agree the thresholds for when on-site open space will be required in new developments? B: If not, why not? What alternative policy or approach do you think should be included?	Option A. Include a policy stating the thresholds that will be required in new developments for on-site open space.	Thresholds ensure meaningful and useable spaces are delivered on site, rather than small sites that would not function for the uses proposed and could be problematic to

				manage. They are tried and tested locally, as they form part of the current open space SPD. Where provision is not provided on site contributions will be made through s106 or CIL.
I&O1 90 I&O2 (part2) 11	Allocations for Open Space	A: Should the Local Plan carry forward the existing allocations for recreation and open space? B: Are there other areas that should be allocated?	Carry forward: East of recreation ground, Over North of Hatton's Road, Longstanton North of recreation ground, Swavesey East of Bar Lane & north-west of Green Hedge Farm, Stapleford Add: Land known as Bypass Farm, West of Cottenham Road, Histon East of Railway Line, South of Granhams Road, Great Shelford Grange Field, Church Street, Great Shelford Do not carry forward: East of recreation ground, Impington Land at Primary School, Long Furlong, Over East of Mill Lane, Impington Land at Barrowcroft, Gunns Lane, Histon	Sites are suitable for open space uses, and supported by relevant Parish Councils. They are located in villages where a need for open space exists against the standards. Other sites have either been completed or are no longer supported by the Parish Council.
I&O1 91	Protection of Existing Recreation Areas	A: Should the Local Plan include a policy seeking to protect existing playing fields and recreation facilities? B: If not, why not? What alternative policies or approaches do you think should be included.	Option A. Protect existing playing fields and recreation facilities since they are recognised as being important facilities within a community and once lost cannot easily be replaced. The scope of this policy to be widened to include the future protection of allotments and community orchards which are	Need to protect open space as vulnerable asset given their potential value as development land.

			recognised as valuable green assets in a settlement.	
I&O1 92	Indoor Community Facilities	A: Should the Local Plan include a policy for indoor community space provision? B: If not, why not? What alternative policy or approach do you think should be included?	Option A. Include a policy including the standard for indoor community space provision and a higher standard for new communities.	Importance of community indoor space - it is a vital commodity and should be protected.
I&O1 93	Lighting, noise and odour issues	A: Should the Local Plan include policies dealing with lighting, noise, and odour issues? B: If not, why not? What alternative policies or approaches do you think should be included?	Option A. Retain the existing policies dealing with lighting, noise and odour issues and to revise according to changes in guidance and legislation where appropriate.	Important issue that impacts on the quality of life of the district.
I&O1 94	Contaminated land	A: Should the Local Plan include a policy seeking appropriate investigation and remediation of contaminated land? B: If not, why not? What alternative policy or approach do you think should be included?	Option A. Include a policy seeking appropriate investigation and remediation of contaminated land.	Important issue to protect health and the environment.
I&O1 95	Air Quality	A: Should the Local Plan include a policy dealing with air quality? B: If not, why not? What alternative policies or approaches do you think should be included?	Option A. Include a policy dealing with air quality.	Policies are needed to consider the impact of development proposals on air quality, and ensure development is not subject to poor air quality.
I&O1 96	Low Emissions Strategies	A: Should the Local Plan include a requirement for Low Emissions Strategies? B: If not, why not? What alternative policy or approach do you think should be included?	Option A. Include a requirement for Low Emissions Strategies to be incorporated into the air quality policy.	The main benefit of low emission strategies is to reduce transport emissions by accelerating the uptake of low emission fuels and technologies in and around a new development, and to promote modal shift away from car travel.

	Hazardous Installations	N/A	Include a policy to ensure Hazardous installations are appropriately considered in planning decisions.	A requirement of planning guidance and legislation.
I&O2 (part2) 8	Hospice Provision	Are there any sites which might be suitable for allocation for new hospice provision?	Include a criteria based policy in the Local Plan.	A suitable site has not been identified through the plan making process, therefore a criteria based policy is a suitable way for the plan to address this issue.
I&O2 (part2) 10	Provision of New Burial Grounds	Do you own land that could provide suitable new burial ground facilities to meet needs over the next 20 years for: A: Gamlingay B: Hauxton	Do not include specific allocations in the local plan.	Gamlingay has now identified a site outside the plan making process. A suitable site at Hauxton has not been identified.
Addition al Single Issue Consultation 2013	Sawston Stadium Proposal	Should the Local Plan allocate the site north of Dales Manor Business Park, Babraham Road Sawston, for a football stadium with associated public open space?	Do not include an allocation in the Local Plan.	There is not currently sufficient certainty that environmental impacts of the site can be satisfactorily addressed. In addition it is not considered that the need is sufficient to warrant its removal from the Green Belt, and development that would harm the purposes of the Green Belt and access through adjoining local residential roads would not be desirable.

Chapter 10 Sustainable Transport and Infrastructure

Issue Number	Issue	Alternatives Considered	Approach in Proposed Submission Local Plan	Summary of Reasons
I&O1 65	Broadband	Do you think that the Local Plan should include a policy seeking provision for	Include a policy requiring new development to contribute towards the	Broadband is considered an important infrastructure element

		broadband infrastructure in new developments?	provision of infrastructure suitable to enable the delivery of high speed broadband services across the district.	in the District, highlighted by the Council's Economic Development Strategy.
I&O1 97	Planning for more Sustainable Travel	Should the Local Plan include the principles regarding sustainable travel in outlined in Issue 97, and are there any additional issues that should be included?	Include a policy on Planning for Sustainable Travel in the Local Plan encompassing the principles in Issue 97 and incorporating the overall aim of reducing the need to travel.	To ensure development is located in the most appropriate locations, minimising, wherever possible, the need to travel to meet day to day needs. Whilst travel options may be more limited for rural areas, often due to greater distances to travel and/or less infrastructure and availability, the objective should remain as providing travel choice to the nearest centres with facilities and services, and evidence shows people are increasingly using sustainable modes.
I&O1 98	Transport Assessments and Travel Plans	A: Should the Local Plan continue to require 'major developments' to produce a Transport Assessment and Travel Plan, as well as smaller developments with particular transport implications? B: Should an alternative threshold be used, if so what, and why?	Option A. Include within the planning for sustainable travel policy a requirement for development to mitigate its travel impacts, and require larger developments and developments with significant traffic impacts to provide a Transport Assessment and Travel Plan, with smaller developments providing a Transport Statement.	Important for addressing travel impacts. Includes flexibility to deal with smaller developments.
I&O1 99	Car Parking within Residential Developments	A: What approach should the Local Plan take towards residential car parking standards? (note – all options are subject to achieving appropriate highway safety) i. Maximum parking standards - an average of 1.5 spaces per dwelling, up	Include a parking provision policy setting out car and cycle parking standards in new developments. The policy will include indicative car parking standards and minimum cycle parking standards, with developers required to demonstrate appropriate provision through a design-led approach.	To reflect the increasing levels of car ownership and the existing problems caused by insufficient car parking. In conjunction with the Design Principles policy, it should allow for innovative design solutions where the car can be accommodated within

		<p>to a maximum of 2 spaces per 3 or more bedrooms in poorly accessible areas.</p> <p>ii. Maximum parking standards - an average of 1.5 spaces per dwelling for developments on the edge of Cambridge, but increase to an average of 2 spaces per dwelling across the remainder of district, with an average of 2.5 spaces per 3 or more bedrooms in poorly accessible areas.</p> <p>iii. Remove all car parking standards and adopt a design-led approach to car parking provision in new developments.</p> <p>B: Are there any alternative policies or approaches you think should be included?</p>	<p>Residential car parking standard raised to 2 spaces per dwelling.</p>	<p>developments instead of dominating them. The policy continues to provide flexibility to reduce the amount of car parking through the use of shared parking and other smart measures, such as car clubs.</p> <p>Removing standards would enable a greater risk of provision either being too high or too low.</p>
I&O1 100	Allocation of Car Parking within Residential Developments	<p>A: What approach should the Local Plan take to the allocation of car parking spaces in residential developments?</p> <p>i. The Local Plan should maximise the efficiency of car parking provision by not allocating any residential car parking to individual properties.</p> <p>ii. The Local Plan should only allocate a proportion of the car parking spaces to individual properties.</p> <p>iii. The Local Plan should not address the allocation of parking spaces, and it should be left to the design of individual developments.</p>	<p>Option ii. Include within the parking provision policy a requirement that within residential developments at least one car parking space is allocated per property within the curtilage.</p>	<p>The policy provides flexibility to allow developers to demonstrate through a design-led approach, in conjunction with the overall level of provision, how best to accommodate car parking within the development. This will be delivered in conjunction with the Design Principles policy. There is however, a requirement that in residential developments at least one car can be parked within the curtilage.</p>

		B: Are there any alternative policies or approaches you think should be included?		
I&O1 101	Residential Garages	<p>What approach should the Local Plan take to residential garages?</p> <p>i. Specify minimum size dimensions for garages to count towards parking standards, to ensure they are large enough to easily accommodate modern cars, cycles and other storage needs; or</p> <p>ii. Not address the issue of residential garage sizes.</p>	Option I. Include within the parking provision policy the specification that only garages over the minimum size can count towards car parking provision.	<p>Where Garages count towards car parking provision the policy ensures they are a suitable size to be fit for purpose, particularly if they are being used for cycle parking as well.</p> <p>Not addressing the issue would risk inadequate parking arrangements.</p>
I&O1 102	Car Parking Standards for Other Types of Developments	Should the Local Plan carry forward the maximum parking standards for non-residential development included in its existing plan?	Include a parking provision policy setting out car and cycle parking standards in new developments.	Non-residential car parking is also an important 'tool' in encouraging sustainable travel as part of the Travel Plan. The policy provides flexibility to allow developers to demonstrate through a design-led approach, in conjunction with the overall level of provision, how best to accommodate car parking within the development.

I&O1 103	Cycle Parking Standards	<p>A: What approach should the Local Plan take towards cycle parking standards?</p> <ul style="list-style-type: none"> • Retain the current minimum cycle parking standards for different types of development. • Continue to set minimum cycle parking standards for different types of development, but develop new higher levels of provision. • Remove cycle parking standards, but include a policy requiring cycle parking provision, adopting a design-led approach <p>B: Are there any alternative policies or approaches you think should be included?</p>	<p>Include a parking provision policy setting out car and cycle parking standards in new developments. Include minimum cycle parking standards. Include higher standards.</p>	<p>The policy raises the residential cycle parking standard to one space per bedroom and allows flexibility for how cycle parking can be accommodated within developments.</p> <p>Removing standards would risk a lower than desirable level of provision, which could hamper promotion of cycling as a sustainable means of travel.</p>
I&O1 104	Rail Freight Interchanges	<p>Should the Local Plan continue to protect rail freight interchange sites?</p> <p>Are there any alternative policies or approaches you think should be included?</p>	<p>Include a policy in the Local Plan to permit the development of rail freight interchanges where they accord with other policies in the Plan and safeguarding existing freight sites for this purpose.</p>	<p>Continuing to protect rail freight interchange sites encourages the modal shift of freight from road to rail and reduce the number of heavy lorries on the roads, reduce congestion, improve safety and cut emissions.</p>
I&O1 105	Airfields and public safety zones	<p>A: Should the Local Plan continue to include a criteria-based policy for assessing and mitigating the impact of aviation related development proposals?</p> <p>B: Are there any alternative policies or approaches do you think should be included?</p>	<p>Include an aviation related development policy in the Local Plan setting out the criteria for assessing the potential impacts of new aviation proposals and ensure, where necessary, appropriate conditions are applied.</p>	<p>There are a number of established aerodromes and smaller airfields in the district. Aviation contributes to national, regional and local economies and there are a number of industries established on local airfields. However, airfields can</p>

				<p>raise environmental issues, which need careful consideration to balance the different interests that can be in conflict. In particular, noise resulting from flying activities has been a source of complaints in the past and is still a very sensitive issue in some areas of the district.</p>
I&O1 106	Cambridge Airport – Aviation Development	<p>A: Should the Local Plan include a policy that would only permit aviation development at Cambridge Airport where it would not have a significant adverse effect on the environment and residential amenity?</p> <p>B: Are there any alternative policies or approaches do you think should be included?</p>	<p>Include a policy for Cambridge Airport to restrict development within the Public Safety Zone in order to minimise the number of people at risk in the event of an aircraft crash on take-off or landing.</p>	<p>Government policy identifies a Public Safety Zone at Cambridge Airport, which should be identified and safeguarded in the Local Plan</p>
I&O1 107	Provision of Infrastructure and Services	<p>A: Should the Local Plan include a policy to require development to provide appropriate infrastructure?</p> <p>B: Are there any alternative policies or approaches do you think should be included?</p>	<p>Include a comprehensive policy in the Local Plan requiring development to improve or make provision for infrastructure and services, including provision for their future maintenance and upkeep, compatible with the nature and scale of development. The policy wording will need to be able to accommodate the future introduction of a Community Infrastructure Levy and allow for cross-boundary issues to be addressed.</p> <p>Include a policy on education facilities requiring the pressures on school places to be taken into account and,</p>	<p>Development should provide the necessary infrastructure to ensure it mitigates its own impacts and is acceptable in planning terms.</p> <p>Cambridgeshire County Council has raised specific concerns relating to pressures on school places and would like the inclusion of an education policy in the Local Plan.</p>

			where appropriate, provision of new or enhanced facilities.	
	Lords Bridge Radio Telescope	The international importance of the Mullard Radio Astronomy Observatory at Lord's Bridge must be safeguarded.	Carry forward the existing policy into the new Local Plan.	To protect the operation of the telescope.



Appendix 4

Appraisal of Alternatives Site Packages Draft for Cabinet Meeting

Prepared for:
South Cambridgeshire District Council

Prepared by:
ENVIRON
Exeter, UK

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Version Control Record				
Issue	Description of Status	Date	Reviewer Initials	Author Initials
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1 Introduction

This Appendix outlines the results of a sustainability appraisal of a series of options of site packages for the South Cambridgeshire Local Plan. These packages have been selected as the reasonable alternatives which could deliver the additional 4,971 dwellings need to meet the South Cambridgeshire identified housing needs. The preferred package, when chosen following the sustainability appraisal, will contribute to a much larger development strategy for the Cambridge area, involving almost 55 % of development (18,000) houses in and on the edge of Cambridge.

This assessment builds upon work undertaken by South Cambridgeshire District Council for its site assessments.

The purpose of this assessment is to identify, describe and evaluate the likely significant effects on the environment¹ and sustainability, of the reasonable alternative packages of sites. There are 9 reasonable alternative packages which have been subject to assessment.

¹ As required by the Article 5 SEA Directive.

2 SA Results

This next section sets out the assessment. The first 9 tables relate to the assessment of each of the 9 packages, and the final table shows the cumulative performance of the packages for the SA Objectives and sub-objectives. A comparative commentary explaining how each of the packages performs against the each of the Objectives then follows. Finally, there is a commentary which gives an overview of the packages overall performance.

Key:

WNT = Waterbeach New Town

BA = Bourn Airfield

CW = Cambourne West

GB = Green Belt sites

Package Option 1

	Category	Location	SHLAA Site Number	Capacity
Package Opt 1	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
	New settlement(s)	Waterbeach New Town (I&O1 Site 2 with amended boundary and capacity)	231	1,400
	Rural Centres	Cambourne West (I&O1 Site 17 as amended to smaller site boundary and capacity)	303 & 239	1,200
		Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
		Land south of Babraham Road, Sawston (I&O1 Site 8)	258 & 178	260
		Land north of Babraham, Sawston (I&O2 Site H6)	313	80
Land north of White Field Way, Sawston (I&O2 Site H4)	311	65		

	Former Bishops Hardware Store, Histon (I&O2 Site H2)	308	20	
	Land at Buxhall Farm, Histon (I&O1 Site 13)	133	190	
	Land north of Impington Lane, Impington (I&O1 Site 14, 15)	112 and 114	25	
	Land off Cambridge Road, Great Shelford (I&O1 Site 18)	5	90	
	Land at Oakington Road, Cottenham (I&O1 Site 22)	260	110	
	The Redlands, Oakington Road, Cottenham (I&O1 Site 23)	3	65	
	Land at Rampton Road, Cottenham (SHLAA 128)	128	185	
	Minor Rural Centres	Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
		Land at Mill Road, Gamlingay (I&O1 Site 34)	93	25
		Land east of Station Road, Linton (I&O1 Site 29)	152	35
		36 New Road, Melbourn (I&O1 Site 30)	235	15
		Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
		Land east of New Road, Melbourn (I&O2 Site H7)	320	205
		Orchard and land at East Farm, Melbourn (I&O2 H8)	331	65
		Land east of Rockmill End, Willingham (I&O1 Site 46)	45	50
		Bennell Farm, Comberton (I&O2 H10)	326	90
		Land south of Whitton Close & west of Boxworth End, Swavesey (I&O1 Site 36)	83	75
		Land at Cockerton Road, Girton (I&O1 Site 40)	143	15
		TOTAL		4,705

Water environment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Habitat fragmentation, native species, habitat restoration	+	++ +	+/0	0	+	+	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+
Access to wildlife & green spaces	0	++ +	+/+ ++	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+
Landscap e character	-	-	0	+	0/ +	0/ +	0	0	-	-	-	-	0	--- /-	0	0	0/-	0	0	0/-	0/-	-	0	---	-	---	
Townscap e character	-	0	0	0/ +	0	0	0	++ +	-/0	-	-	-	-	---	+	0	-/0	0	0	0	0	-	0	---	-	-	
Historical, archaeological, cultural	0	-	0	0	0/-	0	0	0	0	-	0	0	0	0	+/ 0	0/-	-	0	0	0	0	0	0	-	---	-	

9	Business development & competitiveness	+	++ +	+/ ++	-/0	0	0	0	0/-	+	0	0	0	0	0	0	0	0	---	0	0	0	0	0	0	0	0	0	+++
	Shopping hierarchy	0	0	0/+	0	0	0	0	0/-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	employment opportunities in accessible locations	+++	0/+ ++	0	+	+	+	0	++ +	++ +	++ +	+	+	+	+	0	0	+	++ +	++ +	++ +	++ +	+	+	+	+	++ +	+	
1	investment in key community services & infrastructure	-	-	-	-	-	-	-	+	+	+	+	++ +/ +	++ +/ +	+	+	+	+	++ +/ +	++ +/ +	++ +/ +	++ +/ +	++ +	+	-	+	-		
	access to education & training, & provision of skilled employees	+	-	-	-	-	-	-	+	+	+	-	+	+	-	+	+	-	++ +	++ +	++ +	++ +	-	+	---	/-	-	-	

2	shorter journeys, improve modal choice & integration modes	+++	+	0	0	0	0	0	++	+	++	+	+	+	+	0	0	+	+	+	+	+	0	+	+	++	+	
	distance to bus stop / rail station	+++	0	0	0	0	-	0	++	++	++	++	++	+	+	++	++	++	+	+	0	+	+	++	++	++	+	
	frequency of Public Transport	+	+/?	+	+	+	+	+	++	+	+	+	+	+	+	---	---	0	-	-	-	-	-	+	-	+	+	
	typical Public Transport Journey Time to City Centre or Market Town	+++	+/?	0	-	0	-	0	++	+	++	+	0	0	0	0	+	+	0	++	++	++	++	+	0	+	+	++
	distance for cycling to City Centre or Market Town	+++	+	0	+	0	+	+	++	+	+	+	+	+	+	+	+	+	++	++	++	+	+	+	+	++	+	
3	safe access to the	-	---	0/-	0	0/-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	---	0	0/-	0	---

	Minor Rural Centres	Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
		36 New Road, Melbourn (I&O1 Site 30)	235	15
		Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
	TOTAL			4,780

PACKAGE 2															
	Site No. (SHLAA)	SC298	238	312	258	178	313	308	260	3	128	117	235	130	Overall
	No of homes to 2031	100	3500	200	105	260	80	20	110	65	185	90	15	50	4780
	Site name/category	NIAB3	BA	Rural Centres					Minor Rural Centres						
1	Previously developed land	0	+	+++	0	0	0	+++	0	0	0	+++	0	0	+
	Agricultural land	-	---	0	-	-	-	0	-	-	-	0	-	-	---
	Mineral reserves, soils	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Air quality	-	-	0	0	0	0	0	0	0	0/-	0	0	0	-
	Noise, light pollution, odour & vibration	0	-	+++	0	0	0	-	-	-	-	+++	0	0	-
	Land contamination	+	+	+	0	0	+/0	+	0	+	+	+	0	+	+
	Water environment	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4	Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Habitat fragmentation, native species, habitat restoration	+	0	0	+	+	+	0	0	0	0	0	0	0	+
6	Access to wildlife & green spaces	0	+	0	0	0	0	0	0	0	+	0	0	0	+
7	Landscape character	-	0	+	0/+	0/+	0/+	0	-	0	---/-	0	0	0	-
	Townscape character	-	0	0 / +	0	0	0	+++	-	-	---/-	+	0	0	-
8	Historical, archaeological, cultural	0	0/-	0	0	0/-	0	0	0	0	0	+/0	0	0	0
10	Renewable energy resources	0	+/+++	0	0	0	0	0	0	0	0	0	0	0	+
11	Flooding, SUDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Open space	+++	+	0	0	+	0	0	0	0	+	0	0	0	+
16	accessibility to local services/ facilities	+++	+	+	+	+	+	+	0	0	0	0	0	0	+
	Distance to centre	+	0	---	---	-	---	---	---	---	-	+++	-	-	-
	Quality & range of local services & facilities	0	+++ / +	0	+	+	0	0/-	0	0	+	0	0	0	+++

17	Ability of people to influence decisions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18	Engagement with community activities	0	+++	0	+/0	+/0	0	0	0	0	0	+	0	0	0	+++
19	Business development & competitiveness	+	+++	-/0	0	0	0	0/-	0	0	0	0	0	0	0	+++
	Shopping hierarchy	0	0	0	0	0	0	0/-	0	0	0	0	0	0	0	0
20	employment opportunities in accessible locations	+++	+ / +++	+	+	+	+	+++	+	+	+	+	0	+++	+++	+
21	investment in key community services & infrastructure	-	-	-	-	-	-	+	+++ / +	+++ / +	+	+	+++ / +	+++ / +	-	
	access to education & training, & provision of skilled employees	+	-	-	-	-	-	+	+	+	-	+	+++	+++	-	
22	shorter journeys, improve modal choice & integration modes	+++	0	0	0	0	0	+++	+	+	+	0	+	+	+	
	distance to bus stop / rail station	+++	0	0	-	0	-	+++	+++	+	+	+++	+	+	+	
	frequency of Public	+	+	+	+	+	+	+++	+	+	+	---	-	-	+	

	Transport														
	typical Public Transport Journey Time to City Centre or Market Town	+++	0	-	0	0	-	+++	0	0	0	+	+++	+++	+
	distance for cycling to City Centre or Market Town	+++	0	+	+	0	+	+++	+	+	+	+	+++	+++	+
23	safe access to the highway network	-	0/-	0	0	0/-	0	0	0	0	0	0	0	0	-
	safer transport network & promote use of non-motorised modes	+	+++	+	0	0	0	+++	+	+	+/+++	+	+	+	+++

Package Option 3

	Category	Location	SHLAA Site Number	Capacity
Opt 3	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
	Rural Centres	Cambourne West (I&O1 Site 17 as amended to smaller site boundary and capacity)	303 & 239	1,200
		Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
		Land south of Babraham Road, Sawston (I&O1 Site 8)	258	105
		Land east of Sawston (I&O1 Site 9)	178	260
		Land north of Babraham, Sawston (I&O2 Site H6)	313	80
		Land north of White Field Way, Sawston (I&O2 Site H4)	311	65

	Former Bishops Hardware Store, Histon (I&O2 Site H2)	308	20	
	Land at Buxhall Farm, Histon (I&O1 Site 13)	133	190	
	Land north of Impington Lane, Impington (I&O1 Site 14, 15)	112&114	25	
	Land off Cambridge Road, Great Shelford (I&O1 Site 18)	5	90	
	Land at Oakington Road, Cottenham (I&O1 Site 22)	260	110	
	The Redlands, Oakington Road, Cottenham (I&O1 Site 23)	3	65	
	Land at Rampton Road, Cottenham (SHLAA 128)	128	185	
	Minor Rural Centres	Waterbeach New Town (I&O1 Site 2 with amended boundary and capacity)	231 part	930
		Bannold Road, Waterbeach (3 sites) (I&O1 Site 49, 50 I&O2 Site H9)	206, 155, 322	140
		Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
		Land off Grays Road, Gamlingay (I&O1 Site 32)	171	45
		Land at Mill Road, Gamlingay (I&O1 Site 34)	93	25
		Land east of Station Road, Linton (I&O1 Site 29)	152	35
		36 New Road, Melbourn (I&O1 Site 30)	235	15
		Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
		Land east of New Road, Melbourn (I&O2 Site H7)	320	205
		Orchard and land at East Farm, Melbourn (I&O2 H8)	331	65
		Land east of Rockmill End, Willingham (I&O1 Site 46)	45	50
		Bennell Farm, Comberton (I&O2 H10)	326	90
		Land south of Whitton Close & west of Boxworth End, Swavesey (I&O1 Site 36)	83	75
Land at Cockerton Road, Girton (I&O1 Site 40)	143	15		

	Next to Walnut Tree Close, North End, Bassingbourn (I&O1 Site 37)	85	55
	Land between South End & Spring Lane, Bassingbourn (I&O1 Site 39)	78	50
	TOTAL		4,630

PACKAGE 3																															
Site No. (SHL AA)	No of homes to 2031	Rural Centres														Minor Rural Centres														Overall	
SC298	100	NI																													4930
239	1500	A																													
312	200	B																													
258	105	C																													
178	260	W																													
313	80																														
311	65																														
308	20																														
133	190																														
112	25																														
114	90																														
5	110																														
260	65																														
3	185																														
128	930																														
231 part	140																														
206	90																														
155	45																														
322	25																														
117	35																														
171	15																														
93	50																														
152	205																														
235	65																														
130	50																														
320	90																														
331	75																														
45	15																														
326	55																														
83	50																														
143	4930																														
85																															
78																															
Overall																															

South Cambridgeshire District Council

20	employment opportunities in accessible locations	+	0	+	+	+	+	0	+	+	+	+	+	+	+	0	+	+	+	0	0	0	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	investment in key community services & infrastructure	-	-	-	-	-	-	+	+	+	+	+	+	+	+	0	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	+	?
21	access to education & training, & provision of skilled employees	+	-	-	-	-	-	+	+	+	+	-	+	+	-	0/-	-/-	-/-	-/-	+	+	+	-	+	+	+	+	+	+	+	-	+	-	-	-	-	-	-	-

	TOTAL															5,190
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PACKAGE 4																
	Site No. (SHLAA)	SC298	231	238	312	258&178	313	308	112	114	239 & 303	235	130	117	45	Overall
	No of homes to 2031	100	1400	1700	200	260	80	20	25		1200	15	50	90	50	5190
	Site name/category	NIAB3	WNT	BA	Rural Centres						CW	Minor Rural Centres				
1	Previously developed land	0	+++	+	+++	0	0	+++	0	0	0	0	0	+++	0	+++
	Agricultural land	-	---	---	0	-	-	0	-	-	---	-	-	0	-	---
	Mineral reserves, soils	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-
3	Air quality	-	-	-	0	0	0	0	0	0	0	0	0	0	0	-
	Noise, light pollution, odour & vibration	0	0	-	+++	0	0	-	0	0	0/-	0	0	+++	-	-
	Land contamination	+	+	+	+	0	+/0	+	+	+	0	0	+	+	+	+
	Water environment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5	Habitat fragmentation, native species, habitat restoration	+	+++	0	0	+	+	0	0	0	+/0	0	0	0	0	+
6	Access to wildlife & green spaces	0	+++	+	0	0	0	0	0	0	+/+++	0	0	0	0	+
7	Landscape character	-	-	0	+	0/+	0/+	0	-	-	0	0	0	0	-	-
	Townscape character	-	0	0	0 / +	0	0	+++	-	-	0	0	0	+	-	-
8	Historical, archaeological, cultural	0	-	0/-	0	0/-	0	0	-	-	0	0	0	+/0	0	-
10	Renewable energy resources	0	+++	+/+++	0	0	0	0	0	0	0/+	0	0	0	0	+
11	Flooding, SUDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Open space	+++	+++	+	0	+	0	0	+	+	+/+++	0	0	0	0	+++
16	accessibility to local services/ facilities	+++	+++/+	+	+	+	+	+++	+	+	+	0	0	0	0	+++/+
	Distance to centre	+	0	0	---	-	---	---	+	0	---	-	-	+++	-	---
	Quality & range of local services & facilities	0	+++	+++/+	0	+	0	0/-	+	+	+	0	0	0	0	+++
17	Ability of people to influence decisions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18	Engagement with community activities	0	+++	+++	0	+/0	0	0	0	0	+	0	0	0	0	+++
19	Business development & competitiveness	+	+++	+++	-/0	0	0	0/-	0	0	+/+++	0	0	0	0	+++
	Shopping hierarchy	0	0	0	0	0	0	0/-	0	0	0/+	0	0	0	0	0
20	employment opportunities in accessible locations	+++	0/+++	+/+++	+	+	+	+++	+++	+++	0	+++	+++	0	+	+
21	investment in key community services & infrastructure	-	-	-	-	-	-	+	+	+	-	+++/+	+++/+	+	+++	-
	access to education & training, & provision of skilled employees	+	-	-	-	-	-	+	+	+	-	+++	+++	+	-	-
22	shorter journeys, improve modal choice & integration modes	+++	+	0	0	0	0	+++	+++	+++	0	+	+	0	0	+
	distance to bus stop / rail station	+++	0	0	0	0	-	+++	+++	+++	0	+	+	+++	+	+
	frequency of Public Transport	+	+/?	+	+	+	+	+++	+	+	+	-	-	---	-	+

	typical Public Transport Journey Time to City Centre or Market Town	+++	+/?	0	-	0	-	+++	+++	+++	0	+++	+++	+	0	+
	distance for cycling to City Centre or Market Town	+++	+	0	+	0	+	+++	+	+	0	+++	+++	+	+	+
23	safe access to the highway network	-	---	0/-	0	0/-	0	0	0	-/0	0/-	0	0	0	---/-	---
	safer transport network & promote use of non-motorised modes	+	+++	+++	+	0	0	+++	+	+	+	+	+	+	0	+++

Package Option 5

	Category	Location	SHLAA Site Number	Capacity
Opt 5	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
	New settlements	Waterbeach New Town (I&O1 Site 2 with amended boundary and capacity)	231	1,400
		Bourn Airfield New Village (I&O1 Site 5)	238	2,300
	Rural Centres	Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
		Land south of Babraham Road, Sawston (I&O1 Site 8)	258	105
		Land east of Sawston (I&O1 Site 9)	178	260
		Land north of Babraham, Sawston (I&O2 Site H6)	313	80

		Former Bishops Hardware Store, Histon (I&O2 Site H2)	308	20
		Land at Rampton Road, Cottenham (SHLAA 128)	128	185
	Minor Rural Centres	Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
		36 New Road, Melbourn (I&O1 Site 30)	235	15
		Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
		TOTAL		4,805

PACKAGE 5														
	Site No. (SHLAA)	SC298	231	238	312	258	178	313	308	128	117	235	130	Overall
	No of homes to 2031	100	1400	2300	200	105	260	80	20	185	90	15	50	4805
	Site name/category	NIAB3	WNT	BA	Rural Centres						Minor Rural Centres			
1	Previously developed land	0	+++	+	+++	0	0	0	+++	0	+++	0	0	+
	Agricultural land	-	---	---	0	-	-	-	0	-	0	-	-	---
	Mineral reserves, soils	0	-	0	0	0	0	0	0	0	0	0	0	-
3	Air quality	-	-	-	0	0	0	0	0	0/-	0	0	0	-
	Noise, light pollution, odour & vibration	0	0	-	+++	0	0	0	-	-	+++	0	0	-
	Land contamination	+	+	+	+	0	0	+/0	+	+	+	0	+	+
	Water environment	0	0	0	0	0	0	0	0	0	0	0	0	0

4	Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Habitat fragmentation, native species, habitat restoration	+	+++	0	0	+	+	+	0	0	0	0	0	+
6	Access to wildlife & green spaces	0	+++	+	0	0	0	0	0	+	0	0	0	+
7	Landscape character	-	-	0	+	0/+	0/+	0/+	0	---/-	0	0	0	-
	Townscape character	-	0	0	0 / +	0	0	0	+++	---/-	+	0	0	-
8	Historical, archaeological, cultural	0	-	0/-	0	0	0/-	0	0	0	+/0	0	0	-
10	Renewable energy resources	0	+++	+ / +++	0	0	0	0	0	0	0	0	0	+
11	Flooding, SUDS	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Open space	+++	+++	+	0	0	+	0	0	+	0	0	0	+
16	accessibility to local services/ facilities	+++	+++ / +	+	+	+	+	+	+++	0	0	0	0	+
	Distance to centre	+	0	0	---	---	-	---	---	-	+++	-	-	-
	Quality & range of local services & facilities	0	+++	+++ / +	0	+	+	0	0 / -	+	0	0	0	+++
17	Ability of people to influence decisions	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Engagement with community activities	0	+++	+++	0	+ / 0	+ / 0	0	0	+	0	0	0	+++

19	Business development & competitiveness	+	+++	+++	-/0	0	0	0	0/-	0	0	0	0	+++
	Shopping hierarchy	0	0	0	0	0	0	0	0/-	0	0	0	0	0
20	employment opportunities in accessible locations	+++	0/+++	+ /+++	+	+	+	+	+++	+	0	+++	+++	+
21	investment in key community services & infrastructure	-	-	-	-	-	-	-	+	+	+	+++ /+	+++ /+	-
	access to education & training, & provision of skilled employees	+	-	-	-	-	-	-	+	-	+	+++	+++	-
22	shorter journeys, improve modal choice & integration modes	+++	+	0	0	0	0	0	+++	+	0	+	+	+
	distance to bus stop / rail station	+++	0	0	0	-	0	-	+++	+	+++	+	+	+
	frequency of Public Transport	+	+/?	+	+	+	+	+	+++	+	---	-	-	+
	typical Public Transport Journey Time to City Centre or Market Town	+++	+/?	0	-	0	0	-	+++	0	+	+++	+++	+
	distance for cycling to City Centre or Market Town	+++	+	0	+	+	0	+	+++	+	+	+++	+++	+
23	safe access to the	-	---	0/-	0	0	0/-	0	0	0	0	0	0	-

highway network														
safer transport network & promote use of non-motorised modes	+	+++	+++	+	0	0	0	+++	+ / +++	+	+	+	+	+++

Package Option 6

	Category	Location	SHLAA Site Number	Capacity
Opt 6	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
		Large Green Belt sites		4,000
	Rural Centres	Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
		Former Bishops Hardware Store, Histon (I&O2 Site H2)	308	20
		Land at Rampton Road, Cottenham (SHLAA 128)	128	185
	Minor Rural Centres	Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
		36 New Road, Melbourn (I&O1 Site 30)	235	15
		Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
		TOTAL		4,660

PACKAGE 6										
Site No. (SHLAA)	SC298	GB4000	312	308	128	117	235	130	Overall	
No of homes to 2031	100	4000	200	20	185	90	15	50	4660	
Site name/category	NIAB3	GB	Rural Centres			Minor Rural Centres				

1	Previously developed land	0	0	+++	+++	0	+++	0	0	+
	Agricultural land	-	---	0	0	-	0	-	-	---
	Mineral reserves, soils	0	0	0	0	0	0	0	0	0
3	Air quality	-	---	0	0	0/-	0	0	0	---
	Noise, light pollution, odour & vibration	0	0	+++	-	-	+++	0	0	+
	Land contamination	+	+	+	+	+	+	0	+	+
	Water environment	0	0	0	0	0	0	0	0	0
4	Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0
5	Habitat fragmentation, native species, habitat restoration	+	0 / +	0	0	0	0	0	0	+
6	Access to wildlife & green spaces	0	+++	0	0	+	0	0	0	+++
7	Landscape character	-	---	+	0	---/-	0	0	0	---
	Townscape character	-	---	0 / +	+++	---/-	+	0	0	---
8	Historical, archaeological, cultural	0	0/-	0	0	0	+/0	0	0	0
10	Renewable energy resources	0	0	0	0	0	0	0	0	0
11	Flooding, SUDS	0	0	0	0	0	0	0	0	0
14	Open space	+++	+++/?	0	0	+	0	0	0	+++/?

16	accessibility to local services/ facilities	+++	+++	+	+++	0	0	0	0	+++
	Distance to centre	+	0/+	---	---	-	+++	-	-	?
	Quality & range of local services & facilities	0	+++	0	0/-	+	0	0	0	+++
17	Ability of people to influence decisions	0	0	0	0	0	0	0	0	0
18	Engagement with community activities	0	+	0	0	+	0	0	0	+
19	Business development & competitiveness	+	+/?	-/0	0/-	0	0	0	0	+/?
	Shopping hierarchy	0	0	0	0/-	0	0	0	0	0
20	employment opportunities in accessible locations	+++	+++	+	+++	+	0	+++	+++	+++
21	investment in key community services & infrastructure	-	-	-	+	+	+	+++/+	+++/+	-
	access to education & training, & provision of skilled employees	+	-	-	+	-	+	+++	+++	-
22	shorter journeys, improve modal choice & integration modes	+++	+++	0	+++	+	0	+	+	+++
	distance to bus stop / rail station	+++	+/+++	0	+++	+	+++	+	+	+
	frequency of Public	+	+/+++	+	+++	+	---	-	-	+

	Transport									
	typical Public Transport Journey Time to City Centre or Market Town	+++	+ / +++	-	+++	0	+	+++	+++	+
	distance for cycling to City Centre or Market Town	+++	+++	+	+++	+	+	+++	+++	+++
23	safe access to the highway network	-	-	0	0	0	0	0	0	-
	safer transport network & promote use of non-motorised modes	+	+++ / ?	+	+++	+ / +++	+	+	+	+++ / ?

Package Option 7

	Category	Location	SHLAA Site Number	Capacity
Opt 7	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
		Large Green Belt sites		2,000
	New settlement(s)	Waterbeach New Town (I&O1 Site 2 with amended boundary and capacity)	231	1,400
	Rural Centres	Cambourne West (I&O1 Site 17 as amended to smaller site boundary and capacity)	303 & 239	1,200
		Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
		TOTAL		

PACKAGE 7							
	Site No. (SHLAA)	SC298	GB2000	231	239	312	Overall
	No of homes to 2031	100	2000	1400	1500	200	4900
	Site name/category	NIAB3	GB	WNT	CW	Rural Centres	
1	Previously developed land	0	0	+++	0	+++	+
	Agricultural land	-	---	---	---	0	---
	Mineral reserves, soils	0	0	-	0	0	-
3	Air quality	-	---/-	-	0	0	-
	Noise, light pollution, odour & vibration	0	0	0	0/-	+++	+
	Land contamination	+	+	+	0	+	+
	Water environment	0	0	0	0	0	0
4	Nature conservation interest & geodiversity	0	0	0	0	0	0
5	Habitat fragmentation, native species, habitat restoration	+	0 / +	+++	+/0	0	+
6	Access to wildlife & green spaces	0	+++	+++	+ / +++	0	+++
7	Landscape character	-	---	-	0	+	---

	Townscape character	-	---	0	0	0 / +	---
8	Historical, archaeological, cultural	0	0/-	-	0	0	-
10	Renewable energy resources	0	0	+++	0/+	0	+
11	Flooding, SUDS	0	0	0	0	0	0
14	Open space	+++	+++/?	+++	+/?	0	+
16	accessibility to local services/ facilities	+++	+++	+++/?	+	+	+++
	Distance to centre	+	0 / +	0	---	---	-
	Quality & range of local services & facilities	0	+++	+++	+	0	+++
17	Ability of people to influence decisions	0	0	0	0	0	0
18	Engagement with community activities	0	+	+++	+	0	+
19	Business development & competitiveness	+	+/?	+++	+/?	-/0	+/?
	Shopping hierarchy	0	0	0	0/+	0	0
20	employment opportunities in accessible locations	+++	+++	0/+++	0	+	+
21	investment in key community services & infrastructure	-	-	-	-	-	-

	access to education & training, & provision of skilled employees	+	-	-	-	-	-
22	shorter journeys, improve modal choice & integration modes	+++	+++	+	0	0	+
	distance to bus stop / rail station	+++	+ / +++	0	0	0	+
	frequency of Public Transport	+	+ / +++	+ / ?	+	+	+
	typical Public Transport Journey Time to City Centre or Market Town	+++	+ / +++	+ / ?	0	-	+
	distance for cycling to City Centre or Market Town	+++	+++	+	0	+	+
23	safe access to the highway network	-	-	---	0/-	0	-
	safer transport network & promote use of non-motorised modes	+	+++ / ?	+++	+	+	+++

Package Option 8

	Category	Location	SHLAA Site Number	Capacity
Opt 8	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
		Large Green Belt sites		1,000
	New settlement(Bourn Airfield New Village (I&O1 Site 5)	238	1,900

s)			
Rural Centres	Cambourne West (I&O1 Site 17 as amended to smaller site boundary and capacity)	303 & 239	1,200
	Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
	Former Bishops Hardware Store, Histon (I&O2 Site H2)	308	20
	Land at Rampton Road, Cottenham (SHLAA 128)	128	185
	Land at Oakington Road, Cottenham (I&O1 Site 22)	260	110
	The Redlands, Oakington Road, Cottenham (I&O1 Site 23)	3	65
Minor Rural Centres	Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
	36 New Road, Melbourn (I&O1 Site 30)	235	15
	Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
	TOTAL		4,935

PACKAGE 8														
	Site No. (SHLAA)	SC298	GB1000	238	239	312	308	128	260	3	117	235	130	Overall
	No of homes to 2031	100	1000	1900	1200	200	20	185	110	65	90	15	50	4935
	Site name/category	NIAB3	GB	BA	CW	Rural Centres		Minor Rural Centres						
1	Previously developed land	0	0	+	0	+++	+++	0	0	0	+++	0	0	+
	Agricultural land	-	---	---	---	0	0	-	-	-	0	-	-	---
	Mineral reserves, soils	0	0	0	0	0	0	0	0	0	0	0	0	0

3	Air quality	-	-	-	0	0	0	0/-	0	0	0	0	0	-
	Noise, light pollution, odour & vibration	0	0	-	0/-	+++	-	-	-	-	+++	0	0	-
	Land contamination	+	+	+	0	+	+	+	0	+	+	0	+	+
	Water environment	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Habitat fragmentation, native species, habitat restoration	+	0/+	0	+/0	0	0	0	0	0	0	0	0	+
6	Access to wildlife & green spaces	0	+/+++	+	+/+++	0	0	+	0	0	0	0	0	+
7	Landscape character	-	---	0	0	+	0	---/-	-	0	0	0	0	---
	Townscape character	-	---	0	0	0/+	+++	---/-	-	-	+	0	0	---
8	Historical, archaeological, cultural	0	0/-	0/-	0	0	0	0	0	0	+/0	0	0	0
10	Renewable energy resources	0	0	+/+++	0/+	0	0	0	0	0	0	0	0	+
11	Flooding, SUDS	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Open space	+++	+++/?	+	+/+++	0	0	+	0	0	0	0	0	+
16	accessibility to local services/ facilities	+++	+++	+	+	+	+++	0	0	0	0	0	0	+

	Distance to centre	+	0/-	0	---	---	---	-	---	---	+++	-	-	-
	Quality & range of local services & facilities	0	+ / +++	+++ / +	+	0	0 / -	+	0	0	0	0	0	+
17	Ability of people to influence decisions	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Engagement with community activities	0	+	+++	+	0	0	+	0	0	0	0	0	+
19	Business development & competitiveness	+	?	+++	+ / +++	- / 0	0 / -	0	0	0	0	0	0	+ / ?
	Shopping hierarchy	0	0	0	0 / +	0	0 / -	0	0	0	0	0	0	0
20	employment opportunities in accessible locations	+++	+++	+ / +++	0	+	+++	+	+	+	0	+++	+++	+
21	investment in key community services & infrastructure	-	-	-	-	-	+	+	+++ / +	+++ / +	+	+++ / +	+++ / +	-
	access to education & training, & provision of skilled employees	+	-	-	-	-	+	-	+	+	+	+++	+++	-
22	shorter journeys, improve modal choice & integration modes	+++	+++	0	0	0	+++	+	+	+	0	+	+	+
	distance to bus stop / rail station	+++	+ / +++	0	0	0	+++	+	+++	+	+++	+	+	+

	frequency of Public Transport	+	+ / +++	+	+	+	+++	+	+	+	---	-	-	+
	typical Public Transport Journey Time to City Centre or Market Town	+++	+ / +++	0	0	-	+++	0	0	0	+	+++	+++	+
	distance for cycling to City Centre or Market Town	+++	+++	0	0	+	+++	+	+	+	+	+++	+++	+
23	safe access to the highway network	-	-	0/-	0/-	0	0	0	0	0	0	0	0	-
	safer transport network & promote use of non-motorised modes	+	+ / ?	+++	+	+	+++	+ / +++	+	+	+	+	+	+++

Package Option 9 (preferred option)

	Category	Location	SHLAA Site Number	Capacity
Opt 9	Cambridge fringe sites	NIAB 3 Land Between Huntingdon Road and Histon Road Cambridge (I&O2 Site G6) (revised capacity and boundary)	SC298	100
	New settlements	Waterbeach New Town (I&O1 Site 2 with amended boundary and capacity)	238	1,400
		Bourn Airfield New Village (I&O1 Site 5)	238	1,700
	Rural Centres	Cambourne West (I&O1 Site 17 as amended to smaller site boundary and capacity)	239	1,200
		Dales Manor Business Park, Sawston (I&O2 Site H5) (revised site capacity)	312	200
		South of Babraham Road (revised capacity)	178&258	260
		North of Babraham Road (revised capacity)	313	80

		Impington Lane, Impington	112&114	25
Minor Rural Centres		36 New Road, Melbourn (I&O1 Site 30)	235	15
		Land rear of Victoria Way, Melbourn (I&O1 Site 31)	130	50
		Land east of Rockmill End, Willingham (I&O1 Site 46)	45	50
		Bennell Farm, Comberton (I&O2 H10) (revised capacity)	326	90
		Green End Industrial Estate, Gamlingay (I&O1 Site 33)	117	90
		TOTAL		5,260

PACKAGE 9															
Site No. (SHLAA)	SC298	231	238	312	178 & 258	313	112 & 114	239	235	130	117	326	45	Overall	
No of homes to 2031	100	1400	1700	200	260	80	25	1200	15	50	90	90	50	5260	
Site name/category	NIAB3	WNT	BA	Rural Centres				CW	Minor Rural Centres						
1	Previously developed land	0	+++	+	+++	0	0	0	0	0	0	+++	0	0	+++
	Agricultural land	-	---	---	0	-	-	-	---	-	-	0	-	-	---
	Mineral reserves, soils	0	-	0	0	0	0	0	0	0	0	0	0	0	-
3	Air quality	-	-	-	0	0	0	0	0	0	0	0	0	0	-
	Noise, light pollution, odour &	0	0	-	+++	0	0	0	0/-	0	0	+++	0	-	-

	vibration														
	Land contamination	+	+	+	+	0	+/0	+	0	0	+	+	0	+	+
	Water environment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Nature conservation interest & geodiversity	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Habitat fragmentation, native species, habitat restoration	+	+++	0	0	+	+	0	+/0	0	0	0	0	0	+
6	Access to wildlife & green spaces	0	+++	+	0	0	0	0	+/+++	0	0	0	0	0	+
7	Landscape character	-	-	0	+	0/+	0/+	-	0	0	0	0	0	-	-
	Townscape character	-	0	0	0/+	0	0	-	0	0	0	+	0	-	-
8	Historical, archaeological, cultural	0	-	0/-	0	0/-	0	-	0	0	0	+/0	0	0	-
10	Renewable energy resources	0	+++	+/+++	0	0	0	0	0/+	0	0	0	0	0	+
11	Flooding, SUDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Open space	+++	+++	+	0	+	0	+	+/+++	0	0	0	+	0	+++
16	accessibility to local services/ facilities	+++	+++/+	+	+	+	+	+	+	0	0	0	0	0	+++/+

	Distance to centre	+	0	0	---	-	---	+	---	-	-	+++	0	-	---
	Quality & range of local services & facilities	0	+++	+++/+	0	+	0	+	+	0	0	0	0	0	+++
17	Ability of people to influence decisions	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Engagement with community activities	0	+++	+++	0	+/0	0	0	+	0	0	0	+	0	+++
19	Business development & competitiveness	+	+++	+++	-/0	0	0	0	+/>+++	0	0	0	0	0	+++
	Shopping hierarchy	0	0	0	0	0	0	0	0/+	0	0	0	0	0	0
20	employment opportunities in accessible locations	+++	0/>+++	+/>+++	+	+	+	+++	0	+++	+++	0	+	+	+
21	investment in key community services & infrastructure	-	-	-	-	-	-	+	-	+++/>+	+++/>+	+	+	+++	-
	access to education & training, & provision of skilled employees	+	-	-	-	-	-	+	-	+++	+++	+	+	-	-
22	shorter journeys, improve modal choice & integration modes	+++	+	0	0	0	0	+++	0	+	+	0	+	0	+
	distance to bus	+++	0	0	0	0	-	+++	0	+	+	+++	+++	+	+

	stop / rail station														
	frequency of Public Transport	+	+/?	+	+	+	+	+	+	-	-	---	+	-	+
	typical Public Transport Journey Time to City Centre or Market Town	+++	+/?	0	-	0	-	+++	0	+++	+++	+	+	0	+
	distance for cycling to City Centre or Market Town	+++	+	0	+	0	+	+	0	+++	+++	+	+	+	+
23	safe access to the highway network	-	---	0/-	0	0/-	0	0	0/-	0	0	0	0	---/-	---
	safer transport network & promote use of non-motorised modes	+	+++	+++	+	0	0	+	+	+	+	+	0	0	+++

Cumulative performance of packages

This table presents the cumulative performance for each packages against the SA Objectives and sub-objectives.

Package No.	1	2	3	4	5	6	7	8	9
Will it use land that has been previously developed?	+++	+	+	+++	+	+	+	+	+++
Will it protect and enhance the best and most versatile agricultural land?	---	---	-	---	---	---	---	---	---
Will it avoid the sterilisation of economic mineral reserves? Will it minimise the degradation / loss of soils due to new development'?	-	0	0	-	-	0	-	0	-
Will it maintain or improve air quality?	-	-	-	-	-	---	-	-	-
Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration?	-	-	-	-	-	+	+	-	-
Will it minimise, and where possible address, land contamination?	+	+	+	+	+	+	+	+	+
Will it protect and where possible enhance the quality of the water environment?	0	0	0	0	0	0	0	0	0
Will it conserve protected species and protect sites designated for nature conservation interest and geodiversity?	0	0	0	0	0	0	0	0	0
Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)?	+	+	+	+	+	+	+	+	+
Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure?	+	+	+	+	+	+++	+++	+	+
Will it maintain and enhance the diversity and distinctiveness of landscape character?	---	-	---	-	-	---	---	---	-
Will it maintain and enhance the diversity and distinctiveness of townscape character?	-	-	---	-	-	---	---	---	-
Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	-	0	-	-	-	0	-	0	-
Will it support the use of renewable energy resources?	+	+	0	+	+	0	+	+	+

Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures?	0	0	-	0	0	0	0	0	0
Will it increase the quantity and quality of publically accessible open space?	+++	+	+	+++	+	+++/?	+	+	+++
Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?)	+++/+	+	+	+++/+	+	+++	+++	+	+++/+
Sub-Indicator: Distance to centre	---	-	---	---	-	?	-	-	---
Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	+++	+++	+	+++	+++	+++	+++	+	+++
Will it increase the ability of people to influence decisions, including 'hard to reach' groups?	0	0	0	0	0	0	0	0	0
Will it encourage engagement with community activities?	+++	+++	+	+++	+++	+	+	+	+++
Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce?	+++	+++	+	+++	+++	+/?	+/?	+/?	+++
Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	0	0	0	0	0	0	0	0	0
Will it contribute to providing a range of employment opportunities, in accessible locations?	+	+	+	+	+	+++	+	+	+
Will it improve the level of investment in key community services and infrastructure, including broadband?	-	-	?	-	-	-	-	-	-
Will it improve access to education and training, and support provision of skilled employees to the economy?	-	-	-	-	-	-	-	-	-
Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport?	+	+	+	+	+	+++	+	+	+
Sub-indicator: Distance to bus stop / rail station	+	+	+	+	+	+	+	+	+

Sub-indicator: Frequency of Public Transport	+	+	+	+	+	+	+	+	+
Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town	+	+	+	+	+	+	+	+	+
Sub-indicator: Distance for cycling to City Centre or Market Town	+	+	+	+	+	+++	+	+	+
Will it provide safe access to the highway network, where there is available capacity?	---	-	-	---	-	-	-	-	---
Will it make the transport network safer for and promote use of non-motorised modes?	+++	+++	+	+++	+++	+++/?	+++	+++	+++

2.2 Comparative Performance of Packages against each SA Objectives

SA Objective 1

Will it use land that is previously developed?

There is a limited supply of previously developed land available for development in the district, and this was reflected in the options identified through the plan making process. Therefore, all packages perform positively against this sub-objective because areas within each of the packages perform either neutrally, or have minor positive impacts, leading to a positive cumulative performance. The only packages which could utilise significant areas of previously developed land include either or both of two new settlement options, at Waterbeach and Bourn Airfield. In particular the Waterbeach new town option would involve the redevelopment of the large barracks site. There are options at the village level that would utilise previously developed land, particularly at Sawston and Gamlingay. As a result, packages 1, 4 and 9 offer potentially significant beneficial impacts. This largely stems from the relative reliance in these packages on Waterbeach New Town which scores highly on this sub-objective to deliver a large proportion of their housing allocations. The other packages which include this site are less reliant on it in terms of overall housing provision and include other sites with less positive performance.

Will it protect and enhance the best and most versatile agricultural land?

The scale of development needed in the district means that impact on this objective will be significant, with unavoidable loss of high grade agricultural land. All packages therefore perform poorly in relation to this sub-objective.

The major development site options are all identified as having significant negative impact on the objective, as they would involve large areas of high grade agricultural land. Some smaller villages were identified avoiding the high grade agricultural land, but they would not be sufficient to deliver the total.

Whilst the impact of a number of village sites was indicated as only minor due to their smaller scale, cumulatively packages involving a number of these sites would impacts would still be significant. Package 3 performs slightly better overall because a significant proportion of housing provision, around 34%, in this package comes from rural centres and several minor rural centre sites which have a neutral impact on the best and most versatile agricultural and from the redevelopment of the barracks at Waterbeach, However, the cumulative impact of this package of sites on agricultural land should still be noted, even if it is marginally less significantly adverse than the other packages.

Will it avoid the sterilisation of economic mineral reserves? Will it minimise the degradation / loss of soils due to new development'?

Mineral reserves are identified on the proposals map of the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework. Of particular prevalence in the area are reserves of sand and gravel. The most significant site within areas identified is the Waterbeach New Town, therefore packages 1, 4, 5 and 7 conflict with this sub-objective. The other packages have no impact on this sub-objective or the effects are considered to be neutral.

SA Objective 2

This objective was scoped out of the assessment as it is not a location specific issue.

SA Objective 3

Will it maintain or improve air quality?

Growth on the scale envisaged will inherently generate traffic movements, thereby having a negative impact on air pollution regardless of location of new development.

New settlements options identified are located in areas of good air quality, but an increase in traffic and static emissions could potentially affect local air quality.

The individual assessments of large scale development sites needed to deliver this volume of development were identified as having significant negative impacts on air quality. Package 6 could have potentially significant adverse impacts because it incorporates large scale development on the edge of Cambridge (4,000 homes). In addition, sites in locations near to the A14 or the M11 would be near to areas of poor air quality, including the identified Air Quality Management Area.

This objective is intrinsically linked with the transport objectives particularly objective 22 on sustainable travel. Therefore, when considering the impacts on air quality from development of a given package, consideration also needs to be given to the performance of the package against objective 22, positive performance against which can mitigate for potential air quality impacts identified under this objective.

Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration?

It is generally possible to avoid light pollution through sensitive lighting design, in all but the darkest of landscapes.

The initial assessment of the Bourn Airfield new settlement site highlighted a potential conflict with the adjoining industrial area. This had historically resulted in noise complaints from nearby residential areas. This site was proposed in representations for redevelopment for employment uses which are more compatible with residential development, and subject to consultation through Issues and Options 2. The issue is therefore now capable of appropriate mitigation and the site's performance against this objective has therefore improved. This is case for packages 2, 4, 5 8and9.

The development packages avoid significant cumulative negative performance overall, but nonetheless there are potential minor adverse impacts. A small number of village sites offered specific opportunities to address issues, such as redevelopment of industrial areas in residential areas.

On the edge of Cambridge, package 6 has the potential to bring development closer to the M11 and A14 and therefore people closer to potential noise pollution. The individual site assessments within the package highlight these issues, but also indicate that impacts are likely to be capable of mitigation and consequently this package performs positively overall.

Package 7 has the potential for a minor positive performance for this objective, because the majority of its sites are considered to have neutral impact on achieving this objective and one has the potential for a major positive performance.

Will it protect and where possible enhance the quality of the water environment?

All packages have a neutral performance for this objective. Parts of the south east of South Cambridgeshire are identified as groundwater protection zones, associated with the underlying chalk. The majority of development within the packages would avoid these areas.

Some site options around villages in these areas, like Sawston would fall within groundwater protection zones, but appropriate mitigation measures could be included to protect water quality.

SA Objective 4

Will it conserve protected species and protect sites designated for nature conservation interest and geodiversity?

All sites are outside protected areas and it has been assumed that mitigation measures could be implemented appropriately for all options, as would be required by law and planning policy.

SA Objective 5

Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)?

None of the sites included in any of the packages is considered to be in conflict with this sub-objective. All packages are considered to have a cumulative positive performance since they all include sites where there are opportunities for positive enhancements to be secured through development.

Major development options identified include opportunities for habitat linkage/enhancement/restoration, and the creation of new Green Infrastructure which would provide net benefits. Waterbeach New Town (included in packages 1, 4, 5, 7 and 9), offers potentially significant beneficial impacts through habitat creation in the north of the site, as part of mitigation measures required to preserve the setting of Denny Abbey. Packages including this site therefore perform well for this sub-objective. Although village sites may offer fewer opportunities for enhancement in terms of overall net gains, the significance of their contribution to ecological coherence of strategic habitat networks is highly dependent upon their location and the type of habitat they could provide.

SA Objective 6

Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure?

The greatest potential to directly deliver new green infrastructure is with major development sites. Larger sites on the edge of Cambridge have potential to include green infrastructure, as do new settlements. Smaller village sites generally offer less potential, although they may still contribute financially to improving green space provision and access through Section 106 agreements or the Community Infrastructure Levy (CIL), they are less likely to be able to secure increases in provision levels directly.

SA Objective 7

Will it maintain and enhance the diversity and distinctiveness of landscape character?

All packages include some sites which conflict with the protection of landscape character, and therefore negative performances have been recorded.

Packages involving development on the edge of Cambridge are likely to have a significant negative impact on the landscape Character objective. The review of the Green Belt identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge

Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another.

The scale of the new settlement options mean that they will also impact on this objective, but they are likely to offer greater potential for mitigation, and are located in areas of lower landscape sensitivity. The setting of Denny Abbey is a particular issue for the Waterbeach new town option, and mitigation will be required to maintain its setting.

Will it maintain and enhance the diversity and distinctiveness of townscape character?

All packages include some sites which conflict with the protection of townscape character, and therefore negative performances have been recorded. Packages which include significant green belt release on the edge of Cambridge (6, 7 and 8) would have significant negative impacts on this objective. The rationale for this being that the Green Belt setting of Cambridge is identified as being particularly important to the historic character and setting of the City. The townscape impact of the new settlement options is identified as being less significant as they lie outside the Green Belt, away from Cambridge.

SA Objective 8

Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?

Only packages 2, 6 and 8 have a neutral performance for this objective. A number of sites included in the packages have been assessed as being in conflict with this objective. This includes Waterbeach New Town (included in packages 1, 4, 5 and 7), where the key issue is the impact on Denny Abbey. Mitigation measures could be implemented, but there would be likely minor negative residual impacts.

The Green Belt Study 2012 highlights the importance of the Green Belt as part of the setting for the historic City of Cambridge. Packages involving development on the edge of Cambridge could negatively impact on this setting.

SA Objective 9

This objective has been scoped out of this assessment as it is not location specific. All developments will be required to be built to a high standard of design and create good spaces through the plan's policy requirements.

SA Objective 10

Will it support the use of renewable energy resources?

Large developments present potential opportunities for district heating/combined heat and power. New settlements, with a large scale, mixed uses and potentially higher density centres may offer the greatest opportunities. This accounts for the positive performance for most packages in relation to this sub-objective. Large scale development sites on the edge of Cambridge could offer opportunities, but they are not as large as the eventual scale of the potential new settlements, hence package 6 has a neutral performance for this sub-objective. However, the potential for such low carbon energy developments is dependent on factors which are highly site-specific, which means that some caution should be applied in interpreting these performances. The focus of package 3 on smaller scale village development means that this package is the least likely to offer opportunities for district

heating or combined heat and power, meaning that this package is unlikely to positively support this sub-objective and is more likely to have a neutral effect.

Two SA sub-objectives have been scoped out, because all new development will be required to promote energy efficiency, and minimise contributions to climate change through sustainable construction practices. This will be ensured by adherence with building regulations and through policies within the plan.

SA Objective 11

Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures?

All of the packages are seen to be neutral in relation to this sub-objective apart from package 3, which includes a site which is partially in flood zones 2 and 3.

The SA sub-objective regarding sustainable water use has been scoped out as this development design rather than development location specific and all development will have to be implemented to enable and encourage high levels of water efficiency.

SA Objectives 12 and 13

These two objectives have been scoped out because they relate predominantly to design specific issues rather than locational issues.

SA Objective 14

Will it increase the quantity and quality of publically accessible open space?

No sites within any of the packages have a negative performance for this objective and all packages perform positively for the provision of public open space. General planning policies require provision of open space to meet the needs generated through new development.

Package 3 because of its dispersed approach to development around villages, may give rise to fewer opportunities to deliver more than the minimum open space requirements, and such infrastructure investment will inherently be more dispersed, but in doing so it could achieve a wider spatial distribution of new provision. Specific opportunities will depend on how the developments evolve.

Waterbeach New Town (included in packages 1, 4, 5, 7 and 9), offers potentially significant beneficial impacts because of the new open space which would be provided as part of this development.

SA Objective 15

All the housing sub-objectives have been scoped out of this assessment because they relate primarily to the type and mix of provision which will be controlled though the plan policies are therefore not specific to location of development.

All of the sites were generally assumed to be neutral in relation to the sub-objective for provision of accommodation for gypsies, travellers and travelling show people, because the plan is proposing no specific site allocations.

SA Objective 16

This objective has been scoped out because all developments will be expected to improve social relations.

SA Objective 17

Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?)

Packages 6 and 7, which include the most significant levels of development on the edge of Cambridge, offer potentially the most significant positive performance in relation to this sub-objective because of the proximity of development to the higher order services and facilities available within Cambridge. Development of a new town would include its own town centre and facilities, although in the case of Waterbeach much of this would be delivered beyond the plan period, and so the short and medium term performance for this sub-objective would be less positive than in the longer term.

Other packages include development at the Rural Centre / Minor Rural Centre level, ensuring that new housing would be accessible to local services and facilities. Package 3, which has the most village focus, incorporates the most sites with a negative score against this sub-objective but, on balance, even this package scores positively overall. Because none of the packages include housing provision on new sites beyond the better served group villages, none of the packages is in conflict with this sub-objective overall.

Distance to local centres is one measure of accessibility, and this varies by individual site. Significant major developments would be likely to incorporate new local centres, thereby ensuring services and facilities are accessible to the new population. Smaller developments are more likely to be reliant on existing centres.

Most village level options are located on the edges of villages, meaning that in some cases site score relatively poorly against the objective. In the case of package 7 and 8, which would include some development on the edge of Cambridge, smaller urban extensions may not include new local centres, and site specific appraisals indicated that some sites were a significant distance from existing local centres.

Packages 1, 3, 4 and 9 incorporate a relatively high level of housing provision in villages so are in conflict with this sub-objective and may result in potentially significant adverse impacts as many village sites are at some distance from existing village centres. They also rely on development in Cambourne west, which generally performs poorly against distance to centre, although it does adjoin a new secondary school so its performance for education access is good. There is also a small supermarket nearby in Lower Cambourne. In particular, package 4 and 9 relies on it to deliver over a quarter of its housing provision. The overall performance of Cambourne west depends upon whether it is likely to deliver a local centre, and therefore provision of a local centre should be an integral part of the development delivery.

In contrast, the other packages have a greater reliance on new settlements and/or major development sites and generally these perform better because it is assumed that they would be able to deliver new local centres through masterplanning of these sites. Overall, however, these packages are still in conflict with this sub-objective.

Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)

The assessment of individual sites assumed that larger focused developments have more potential to deliver a range of new services, whilst more scattered village development would reduce the likely impact of investment, and could put additional pressure on existing village services.

Consequently, package 3 performs less positively as it does not include a new settlement and is additionally the most reliant on village development. By comparison, the other packages perform well for this objective.

SA Objective 18

Will it encourage engagement with community activities?

New development is required by plan policies to provide community facilities to meet the needs generated, and will therefore contribute to supporting engagement with community activities. The assessment of individual sites assumed that larger more focused developments are more likely to be able to deliver a wider range of new services. On this basis packages 1, 2, 4, 5 and 9, which include new settlements, are more likely to perform well and provide positive support for this sub-objective. Conversely, that scattered village development would be less likely to be able to, and could in some cases put additional pressures on existing village services. On this basis Package 3 does not include a new settlement, performs less positively.

SA Objective 19

Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce?

New settlements would be mixed use developments incorporating provision of employment land, hence the strongly positive performance for the packages providing new settlements (1, 2, 4, 5, 7, 8 and 9) and the less positive performance for package 3, which would not deliver a new settlement. Some development proposals on the edge of Cambridge would also be mixed use. It should be noted, however, that much of the employment at Waterbeach (included in options 1, 4, 5 and 7) may be delivered beyond plan period.

Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?

The individual site assessments assumed that the plan's policy requirements would mean that new centres may be delivered to meet local needs, but that they would be required not to be of such a scale to harm the shopping hierarchy. Therefore, all packages are deemed to have a neutral performance for this sub-objective.

SA Objective 20

Will it contribute to providing a range of employment opportunities, in accessible locations?

The site assessments focused on accessibility to major employment opportunities, using accession modelling for journey lengths. All of the packages support this objective, with package 6 offering potentially significant beneficial impacts because of the concentration of development on the edge of the most significant existing employment area, that being Cambridge. New settlement sites are currently not as close to major employment areas, but as mixed use used new employment opportunities are likely to lead to increased access to employment in the longer term, and therefore these are likely to perform slightly better than the village focused packages.

SA Objective 21**Will it improve the level of investment in key community services and infrastructure, including broadband?**

During the earlier assessment of individual sites it was assumed that larger sites will need investment in infrastructure and that they cannot rely on existing provision. Since all packages include large sites they all record a negative performance against this sub-objective except for package 3. Package 3 incorporates a diversity of sites including sites with significantly positive and minor negative performance for this sub-objective, such that an overall performance is difficult to judge with any level of certainty.

Will it improve access to education and training, and support provision of skilled employees to the economy?

Even after allowing for surplus school places, development on the scale incorporated in each of the packages would require an increase in school planned admission numbers, which would require the expansion of existing schools and/or provision of new schools. All of the packages therefore conflict with this objective and may result in adverse impacts unless new schools were provided.

SA Objective 22**Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport?**

Sub-indicator: Distance to bus stop / rail station

Sub-indicator: Frequency of Public Transport

Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town

Sub-indicator: Distance for cycling to City Centre or Market Town

All of the packages support this sub-objective and score positively against the sub-indicators.

Development close to the edge of Cambridge would support access opportunities by alternative modes, although access to public transport services is better close to radial routes with good services, and some areas around the City currently have more limited access to high quality public transport. Larger developments could be accessed by new public transport routes. This means that package 6 would perform particularly well against this objective because of the concentration of development on the edge of Cambridge.

New settlements (included in packages 1, 2, 4, 5, 7, 8 and 9) could incorporate significant public transport routes to Cambridge, and new town and local centres as appropriate, to ensure that residents have convenient access to local services and facilities by walking, cycling and public transport. They have the potential to enable focussed investment in public transport and cycling infrastructure, delivering high quality services to provide a significantly higher modal share of travel by non-car modes than village based growth options.

Dispersing development around villages would be more likely to deliver incremental improvements, rather than focused investment. But this could benefit existing communities. Traffic impacts would be spread more around the district, but there would be a higher modal share for car use. Outside the Rural Centres public transport services are generally limited in terms of frequency and journey time. Cycling opportunities would also be lower than other

strategy approaches, as distances to Cambridge or market towns would be greater, and would often rely on rural roads rather than dedicated routes. This would particularly impact on package 3 as the most village based option.

The sub-objective on the movement of freight has been scoped out of this assessment because this assessment is dealing specifically with housing allocations.

SA Objective 23

Will it provide safe access to the highway network, where there is available capacity?

A wide range of sites are in conflict with this sub-objective, which results in a negative performance for all packages. A major negative performance is recorded for packages 1, 4 and 9 because of their reliance on Waterbeach New Town. The site assessment suggests that this development may result in potentially significant adverse impacts because of insufficient capacity on existing roads although mitigation measures are being explored to address this, including improved access to rail, road improvements and bus improvements. It should also be noted that by the end of the plan period, only a small proportion of the new town will be built, reducing the scale of the impacts at that time.

Will it make the transport network safer for and promote use of non-motorised modes?

The site assessments for the new settlements at Waterbeach New Town and Bourn Airfield suggest that they could potentially lead to significant improvement to public transport, walking or cycling facilities. Transport evidence suggests this would increase modal share by sustainable modes compared to more dispersed development strategies.

Similarly, the greenbelt developments are seen to be of a sufficient scale to enable associated improvements to the transport network. This accounts for the strongly positive performances for all packages except package 3, although there is some uncertainty as it would depend on the opportunities provided by specific sites. Nonetheless, package 3 includes a larger number of smaller developments, which would offer less potential to generate significant investment in transport infrastructure.

2.3 Commentary on Sustainability Performance of Packages

This section describes how each package performs across the range of SA objectives and sub-objectives. This section does not seek to describe all the effects, but to highlight the significant sustainability effects of the packages, or those effects which differentiate the packages' performances.

Option 1 - Waterbeach New Town, Cambourne West and Village Focus

This package includes provision from a new town at Waterbeach, the completion of an extension to the existing new settlement at Cambourne and development at a range of villages down to the Better Served Group Village level.

Waterbeach New Town scores strongly against a relatively large number of sub-objectives and, because of its relative reliance on this site, this is reflected in the overall scores for this package. It performs strongly in relation to:

- Use of previously developed land;
- Provision of open space;
- Quality and range of local services and facilities;

- Engagement with community activities;
- Business development and competitiveness; and
- Safety of the transport network and promotion of non-motorised modes

As with all of the packages, it performs poorly in relation to the use of agricultural land. Both Waterbeach New Town and Cambourne West would involve the loss of significant amounts of agricultural land and this would be compounded by cumulatively significant further loss from a large number of village sites.

The inclusion of a large number of village sites which are considered to be sensitive in landscape terms means that the cumulative impact on landscape character is likely to be significant in this package. Significant mitigation measures will be required, particularly when the town would reach its eventual size.

Its inclusion of a large number of village sites, many of which are some distance from existing centres, also means it scores poorly in relation to the 'distance to centre' sub-indicator. The issues with highway capacity for the Waterbeach New Town site also result in this package performing poorly in terms of providing safe access to the highway network.

In relation to the infrastructure objectives, there is a contrast between the more positive scores for the sites in minor village centre and the more negative scores for the new settlements and larger village sites, where investment in infrastructure would be required. In spite of the inclusion of a significant number of smaller village sites, we have assessed the balance overall as being negative.

Option 2 - Bourn Airfield New Settlement and Village Focus

This package includes the completion of a new settlement at Bourn Airfield within the plan period, and limited development in Rural Centres and Minor Rural Centre villages to meet the remaining requirement.

Unlike Waterbeach New Town, only approximately one third of the Bourn Airfield site is previously developed land and it also scores less strongly in relation to the provision of open space. Because of its heavy reliance on the Bourn Airfield site, this is reflected in the overall scores for this package, with fewer strongly positive scores than package 1.

However, it performs slightly better than package 1 in relation to the distance to centre sub-indicator because so much of the provision in this package would be served by a new centre on the Bourn Airfield site, with less provision on village sites. The absence of significant capacity constraints on the highway network for the Bourn Airfield site also means it performs better than package 1 in relation to the sub-indicator for safe access to the highway network.

Option 3 - Cambourne and Village Focus

This package adopts a village-focused approach. It includes completion of an extension to the existing new settlement at Cambourne, with the remainder of new development focused on other villages. At Waterbeach, there would be no new settlement, but the redevelopment of the barracks themselves would accommodate around 900 dwellings.

Overall, this package does not strongly support any of the sub-objectives.

Although the Waterbeach barracks development would not result in the loss of agricultural land, the cumulative loss of agricultural land across a large number of village sites means

that there is still conflict with this sub-objective, albeit to a lesser degree than the other packages as it could deliver the largest number of houses without using agricultural land.

Although individual site impacts may be relatively minor, the cumulative impacts on landscape and townscape character from this package are likely to be significant, although some impacts may be capable of partial mitigation through design and siting.

As with the other packages with a strong reliance on village development, it scores poorly in relation to access to services and facilities, placing larger amounts of development in lower order centres than any other package.

Larger scale developments are more likely to incorporate new provision of services, facilities, employment space and transport facilities. The reliance on smaller sites in this package therefore results in this package performing less positively in relation to:

- Quality and range of local services and facilities;
- Engagement with community activities;
- Business development and competitiveness;
- Safety of the transport network and promotion of non-motorised modes.

Option 4 - Waterbeach New Town, Bourn Airfield New Settlement, and Cambourne West Focus

This package includes provision from the partial completion by 2031 of a new town at Waterbeach, the partial completion of a new settlement at Bourn Airfield, the completion of an extension to the existing new settlement at Cambourne. This would be supported by selected development at Rural Centres and Minor Rural Centres.

The overall scores for this package largely mirror the scores for package 1, with strongly positive scores for:

- Use of previously developed land;
- Provision of open space;
- Quality and range of local services and facilities;
- Engagement with community activities;
- Business development and competitiveness;
- Safety of the transport network and promotion of non-motorised modes.

It has strongly negative scores for use of agricultural land, distance to centre and (because of the highways issues relating to Waterbeach New Town) provision of safe access to the highway network.

It does, however, represent a lower level of landscape impact than package 1 in terms of landscape character because the large number of sensitive village sites in option 1 are largely replaced in this package with the Bourn Airfield site, which is not considered to be sensitive. It is probably also marginally less sensitive in terms of townscape character, although the differences are too subtle to be picked up in terms of the overall performance of the packages at this level of assessment.

Option 5 - Waterbeach New Town, Bourn Airfield New Settlement and Village Focus

This package includes provision from the partial completion by 2031 of a new town at Waterbeach, the partial completion of a new settlement at Bourn Airfield (but more than Option 4 or 9 assumes, which is offset by less reliance on development at Rural Centres and Minor Rural Centres).

Its relative reliance on the Bourn Airfield site means that its scores largely mirror the scores for package 2. The focus on new settlements means that it is likely to result in provision of new services, facilities, employment space and transport facilities, meaning it performs strongly in relation to:

- Quality and range of local services and facilities;
- Engagement with community activities;
- Business development and competitiveness;
- Safety of the transport network and promotion of non-motorised modes.

The relatively low provision in villages also means that this package is likely to have less cumulative impact on landscape and townscape character than those with a strong reliance on village development or on other sensitive sites.

Option 6 - Cambridge Green Belt and Village Focus

This package assumes 2 or 3 large urban extensions to Cambridge on land currently in the Green Belt. This would accommodate around 4000 dwellings. This would be supported by selected village sites at Rural Centres and Minor Rural Centres, with a focus on previously developed land.

Delivering this scale of development on the edge of Cambridge would require sites which would have a significant negative impact on the landscape and townscape character objectives and on air quality. The review of the Green Belt identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another.

The major Green Belt sites could offer significant potential for the provision of green infrastructure, which results in this package and package 7 performing strongly in relation to this sub-objective. Because of the proximity of much of the development to Cambridge, these packages also strongly support the sub-objective of improving accessibility to key local services and facilities. In addition, the provision of new services and facilities which would be required as part of the urban extensions included in this package mean that this package would improve the quality and range of key local services and facilities.

The edge of Cambridge focus of this package also results in strongly positive scores for a number of the sustainable travel and transport infrastructure sub-objectives, including: contributing to provision of employment opportunities in accessible locations; and enabling shorter journeys, improving modal choice and integration of transport modes. It also performs well against the sub-indicator for 'distance for cycling to city centre'.

Option 7 - Cambridge Green Belt, Waterbeach New Town, Cambourne West and Village Focus

This option assumes 1 or 2 large urban extensions to Cambridge on land currently in the Green Belt, accommodating around 2000 dwellings. The remaining development needs would be accommodated through the partial completion of a new town at Waterbeach, the completion of an extension to the existing new settlement at Cambourne and development at 1 village.

Delivering this scale of development on the edge of Cambridge would require sites which would have a significant negative impact on the landscape and townscape character objectives. The review of the Green Belt identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another.

The major Green Belt sites could offer significant potential for the provision of green infrastructure, which results in this package and package 6 performing strongly in relation to this sub-objective. Because of the proximity of much of the development to Cambridge, these packages also strongly support the sub-objective of improving accessibility to key local services and facilities. It performs less well than package 6 for access to employment opportunities, although still positively. In addition, the provision of new services and facilities which would be required as part of the urban extensions included in this package mean that this package would improve the quality and range of key local services and facilities.

As with all the packages this one would lead to loss of high grade agricultural land. As above the scale of development on the edge of Cambridge would result in significant negative impact on the landscape and townscape objective.

There are fewer strongly positive scores, for example regarding sustainable travel and transport infrastructure sub-objectives.

Option 8 - Cambridge Green Belt, Bourn Airfield New Settlement, Cambourne West and Village Focus

This option assumes delivery of smaller sites on land currently in the Green Belt on the edge of Cambridge, the partial completion of a new settlement at Bourn Airfield, the completion of an extension to the existing new settlement at Cambourne and selected development at Rural Centres and Minor Rural Centres.

Delivering this scale of development on the edge of Cambridge would require sites which would have a significant negative impact on the landscape and townscape character objectives. The review of the Green Belt identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another.

As with all the packages this one would lead to significant loss of high grade agricultural land. This package would result in significant harm to landscape and townscape character on the edge of Cambridge. There are some larger sites in the package which have negative or uncertain performances for safe highway access.

The package performs less well than package 6 for access to employment opportunities, although still positively.

The only strongly positive performance is for this package is for objective 23, relating to the sub-objective of transport network safety and promoting the use of non-motorised transport modes.

Option 9 - Waterbeach New Town, Bourn Airfield New Settlement, and Cambourne West Focus (Preferred Option)

This option is very similar to package 4 and represents a refinement to that package. The majority of growth remains at the three new settlements of Waterbeach New Town, Bourn Airfield and the completion of the settlement at Cambourne. This would be supported by selected development at Rural Centres and Minor Rural Centres. The differences to package 4 are at the village level, with the inclusion of the site at Bennell Farm in Comberton, and the removal of a small site in Histon and Impington.

The overall scores for this package largely mirror the scores for packages 1 and 4, with strongly positive scores for:

- Use of previously developed land;
- Provision of open space;
- Quality and range of local services and facilities;
- Engagement with community activities;
- Business development and competitiveness;
- Safety of the transport network and promotion of non-motorised modes.

The only strongly negative scores are for use of agricultural land, and (because of the highways issues relating to Waterbeach New Town) provision of safe access to the highway network.



South Cambridgeshire Local Plan Sustainability Appraisal

Appendix 5: SA Results for Proposed Submission Local Plan Draft for Cabinet Meeting

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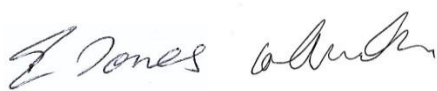
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Version Control Record

Issue	Description of Status	Date	Reviewer Initials	Author Initials
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1	Draft for Cabinet	19/06/13	CP	EJ/VTT
2	Draft for Cabinet	21/06/13	CP	EJ/VTT

Introduction

Assessment methodology

This Appendix reports the appraisal of the Vision and Objectives and all the policies within the Submission Draft Local Plan. This appraisal is recorded in two tables:

1. An appraisal table to has been used to record the scores for the policies in each chapter against the SA objectives. The key outlined below has been used to guide this appraisal. Where policies are found to have a neutral impact the assessment is taken no further, unless specific assumption are made which need to be explained. Shading is provided to assist readers in identifying impacts that have been analysed further.
2. An appraisal commentary table, for those policies found to have a positive, negative or uncertain impact a fuller commentary is given. This assessment table also includes details of suggested mitigation and enhancement measures, where appropriate.

The key in Table 1.1 below sets out the scoring system used to appraise all the policies within the Draft Submission Local Plan. The appraisal of the Vision and Objectives of the plan are reported against a slightly different scoring system which better reflects the broad nature of Local Plan vision and objectives. The key to the appraisal scoring table for this assessment is given before the appraisal result tables for that assessment.

Symbol	Likely effect against the SA objective
+++	Potentially significant beneficial impact
+	Policy support this objective although it may have only a minor beneficial impact
~	Policy has no impact or effect is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant
?	Uncertain or insufficient information on which to determine/base the assessment at this stage
-	Policy appears to conflict with the objective and may result in adverse impacts
---	Potentially significant adverse impact

Chapter 2: Spatial Strategy

Elements assessed

Policy S/1 Vision

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

Policy S/2 Objectives of the Local Plan

- A. To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology based industries, research, and education; and supporting the rural economy.
- B. To protect the character of South Cambridgeshire, including its built and natural heritage as well as protecting the Cambridge Green Belt. New development should enhance the area, and protect and enhance biodiversity.
- C. To provide land for housing that meets local needs and aspirations, and gives choice about type, size, tenure and cost.
- D. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change.
- E. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.
- F. To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.

Appraisal scores table

Please note that the assessment of the vision and objectives is a consistency analysis rather than a more traditional impact assessment (due to the broad nature of Local Plan vision and objectives) so has been assessed using a slightly different approach. Firstly a different (but similar) key has been used to the assessment of the Local Plan policies. The key for this specific assessment is shown below:

Key to the Appraisal scores table for the analysis of Local Plan vision and objectives

Symbol	Consistency of the vision and objectives
++	Direct correspondence

+	Vision/objectives are supportive
-	Vision/objectives conflict
~	No relationship
?	Impact cannot be determined without policy detail

SA Obj	Vision	Obj. A	Obj. B	Obj. C	Obj. D	Obj. E	Obj. F
1. Land / soil	?	-/?	~	-/?	~	-/?	~
2. Waste	?	-/?	~	-/?	~	-/?	~
3. Pollution	?	-/?	~	-/?	++	-/?	+
4. Prot. Sites	+	?	++	?	~	?	~
5. Habitats	+	?	++	?	+	+	~
6. Green spaces	+	?	+	?	~	++	~
7. Landscape	+	?	++	?	++	++	~
8. Heritage	+	?	++	?	++	++	~
9. Places	+	+	+	+	++	++	++
10. Climate mitig.	?	~	~	~	++	+	++
11. Climate adapt.	?	?	~	?	++	?	~
12. Health	+	~	~	++	+	++	++
13. Crime	+	~	~	++	++	+	~
14. Open space	+	~	~	+	+	++	+
15. Housing	+	~	?	++	~	~	~
16. Inequalities	+	+	~	+	+	++	++

SA Obj	Vision	Obj. A	Obj. B	Obj. C	Obj. D	Obj. E	Obj. F
17. Services	+	~	~	~	~	++	++
18. Community	+	~	~	~	~	+	~
19. Economy	++	++	?	++	~	++	~
20. Work	++	++	~	++	~	++	~
21. Investment	++	?	~	?	~	++	++
22. Travel	?	?	~	?	~	?	++
23. Trans. Infr.	?	?	?	?	~	~	++

Summary

Because of the broad nature of the vision and objectives, a detailed assessment table has not been provided as the level of assessment possible is not as in depth as with individual policies. However, some notes have been provided in relation to the vision and each objective below.

Vision: The vision directly corresponds to those sustainability objectives that support quality of life and a green environment, such as health, reducing crime, improving access to services and biodiversity. The vision also directly corresponds with the economic sustainability objectives. The support for broader sustainability objectives such as production of waste, mitigation of and adaptation to climate change etc. is less clear. However, the vision does address *sustainable* economic development and the policies of the plan will set out in more detail what this means.

Objective A: Objective A directly corresponds with the economic sustainability objectives. The objective implies further development and this will have an absolute impact on resource use, land take and generate additional waste and greenhouse gases. However, the impact of this will depend on the scale and location of development and how it is designed and this will be assessed through the policy assessment of the plan.

Objective B: Objective B has been strengthened in relation to protecting the Green Belt. Objective B directly corresponds with a range of sustainability objectives relating to landscape and townscape, biodiversity, and the historic environment. There is uncertainty relating to sustainability objectives requiring housing, employment or infrastructure development, as to whether these issues could constrain development. However, this will be tested as part of the policy assessment.

Objective C: Objective C directly corresponds to the housing objective. Developing new housing will have an absolute impact on resource use, such as land, and generate additional waste and greenhouse gases. Impact will depend on scale, location of development and how it is designed. This will be tested as part of the policy assessment.

Objective D: Objective D directly corresponds to climate change objectives. It refers to creating high quality and well-designed developments, and responding to local character, which reflects the landscape and townscape and historic environment SA objective, and the SA objective related to creating good spaces.

Objective E: Objective E directly corresponds with a range of objectives, particularly related to services and facilities. Delivery of green infrastructure would support the access to wildlife and green spaces objective. A range of facilities mentioned would support the health objective, and the redressing inequalities SA objective.

Objective F: Objective F directly corresponds to the SA objectives related to travel, in particular sustainable travel, and a range of others related to infrastructure provision. It would also support the health objective, as it would encourage exercise by encouraging transport modes other than the car. It could also help address air quality.

Elements assessed

Policy S/3 Presumption in favour of Sustainable Development

Policy S/4 Cambridge Green Belt

Policy S/5 Provision of new Jobs and Homes

Policy S/6 The Development Strategy to 2031

Policy S/7 Development Frameworks

Policy S/8 Rural Centres

Policy S/9 Minor Rural Centres

Policy S/10 Group Villages

Policy S/11 Infill Villages

Policy S/12 Phasing, Delivery and Monitoring

Appraisal scores table

Please note that where policies are found to have a neutral impact the assessment is taken no further, unless a justification for assuming a neutral effect is required. Further commentary is provided in the following sub-section.

SA Obj	S/3	S/4	S/5	S/6	S/7	S/8	S/9	S/10	S/11	S/12
1. Land / soil	+	~	---	---	+	?	?	?	+	+++
2. Waste	~	~	~	~	~	~	~	~	~	~
3. Pollution	+	~	---	?	+	~	~	~	~	~
4. Prot. Sites	+	?/+	?	?	+	~	~	~	~	~
5. Habitats	+	?/+	?	?	+	~	~	~	~	~
6. Green spaces	+	+	~	+/+++	+	+	+	+	?	~
7. Landscape and Townscape	+	+++	?	+	+	~	~	~	~	~
8. Heritage	+	+++	?	+	+	~	~	~	~	~
9. Places	+	~	~	~	+	~	~	~	~	~
10. Climate mitig.	+	~	~	+/?	~	-	-	-	-	~
11. Climate adapt.	+	~	?	~	~	~	~	~	~	~
12. Health	~	~	~	~	~	~	~	~	~	~
13. Crime	~	~	~	~	~	~	~	~	~	~
14. Open space	+	?/+	~	+	?	+	+	+	?	~
15. Housing	+	~	+++	+++	+	+++	+++	+++	+++	+++
16. Inequalities	~	~	~	~	~	+	+	+	+	~
17. Services	~	+	+	+++	~	+++	~	~	~	+++
18. Community	~	~	~	~	~	~	~	~	~	~
19. Economy	+	~	+++	~	+	~	~	~	~	~
20. Work	+	~	+++	+++	+	+++	+++	~	+	~

SA Obj	S/3	S/4	S/5	S/6	S/7	S/8	S/9	S/10	S/11	S/12
21. Investment	+	~	+	+++	+++	+++	+++	~	~	~
22. Travel	+	~	~	+++	+	+	+	~	~	~
23. Trans. Infr.	+	~	~	+++	+++	+++	+	~	~	+++

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Policy S/3: Minor beneficial impact for use of agricultural land because the NPPF requires planning authorities to use the lower value land in preference to that of higher quality.</p> <p>Policy S/4: will have a neutral impact.</p> <p>Policy S/5: Significant negative impact (Policy S/5) providing for this level of growth will have significant negative impacts on agricultural land through need to allocate land for development coupled with the limited supply of previously developed land available for development reduces the opportunity to use land efficiently. The impacts of the growth levels in Policy S/5 are mitigated through the individual site allocation policies and the application of general protection policies within the Local Plan, however, there will be some residual environmental impacts where there is permanent, irreversible loss of agricultural land to development.</p> <p>Policy S/6: Significant negative impacts as the levels of development required by the plan and the high proportion of agricultural land in the district coupled with the low supply of previously developed land will inherently lead to the use and therefore the permanent, irreversible loss of agricultural land. As a result, cumulatively across the plan area this is likely to be a significant adverse impact.</p> <p>Policy S/7: Overall this policy support this objective and its sub-objectives, and there will be minor beneficial impacts because the policy supports the development of previously developed land, and generally steers development away from land outside the development frameworks which are more likely to be greenfield, or the best and most versatile agricultural land. It could also reduce the potential for impacts on mineral</p>	<p>The impacts of Policy S/5 are mitigated through the individual site allocation policies and the application of general protection policies within the Local Plan.</p>	

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>reserves from development.</p> <p>Policy S/8 and S/9: Uncertain impacts as the policies direct development towards the development frameworks of the rural centres and minor rural centres and generally this means that sites are less likely to use greenfield or the best and most versatile agricultural land, therefore the policies support the protection of this land. However, some development frameworks have been redrawn to include new extensions (such as Cambourne, Histon and Impington, Sawston, Comberton, Melbourn and Wilingham) therefore there will still be potential for negative environmental impacts through loss of agricultural land. The most sustainable villages (Policy S/8) are inset into the Green Belt close to Cambridge.</p> <p>Policy S/10: Uncertain impacts as the policy directs development towards the development frameworks of the group villages, which means that sites are less likely to use greenfield or agricultural land, however there will still be some loss of greenfield and agricultural land to development. The policy allows for developments up to 15 dwellings if this would make best use of a brownfield site which could have beneficial impacts for this sub-objective.</p> <p>Policy S/11: Significant beneficial impacts as the policy directs development towards the development frameworks of the infill villages, which means that sites are less likely to use greenfield land, and the policy allows for developments up to 8 dwellings if this would make best use of a brownfield site.</p> <p>Policy S/12: Significant beneficial impacts because the phasing approach allows for development on previously developed land to be brought forward should the expected delivery not be achieved or that the housing trajectory indicates increased needs.</p>		
2. Waste	All the spatial strategy policies have a neutral performance against this SA Objective.		
3. Pollution	Policy S/3: minor beneficial impacts as the NPPF requires that new development should not contribute to unacceptable levels of soil, air, water		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>or noise pollution.</p> <p>Policy S/5: Significant negative impacts as development on the scale envisaged by the plan will inherently lead to adverse impacts on air quality associated with population growth. Increased traffic movements, generally generated to seek employment, will lead to adverse impacts on air quality. The development strategy, in Policy S/6, is conceived to help minimise the impacts from traffic journeys generated by these levels of growth, by focusing development towards the largest concentration of jobs in Cambridge, whilst considering the impact of development on the edge of Cambridge on other sustainability objectives, such as landscape and townscape. Potential Impacts on water quality, noise, odour and vibration should be neutral as they will be mitigated through individual planning permissions and other consents procedures. Impacts from light pollution will be dealt with at the individual application stage. Nonetheless, there may still be adverse cumulative effects on the dark sky resource.</p> <p>Policy S/6: Uncertain impacts as the strategy is conceived to contribute to minimising diffuse air quality impacts from traffic journeys generated by the expected levels of growth. It does this by directing development towards the most sustainable locations which with good access to higher order services which inherently reduces the need to travel. This in combination with the provision of sustainable transport at these locations further reduces the impacts of traffic emissions on air quality. However, the air quality impacts from the proposed levels of growth cannot be fully mitigated to neutral.</p> <p>Policies S/8-S/10: Neutral impacts as the policies direct development towards the development frameworks of more sustainable settlements, this contributes to reductions in air quality impacts.</p> <p>Policy S/11: Uncertain impacts as the small scale developments allowed by the policy are not individually likely to have a significant impact on local air quality, however cumulatively they contribute to adverse air quality impacts from traffic because of the distances to local facilities and services from these infill villages which may not have good public transport links. Potential Impacts on water quality, noise, odour and vibration should be neutral as they will be mitigated through individual planning permissions</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>and other consents procedures. Impacts from light pollution will be dealt with at the individual application stage. Nonetheless, there may still be adverse cumulative effects on the dark sky resource.</p>		
4. Prot. Sites	<p>Policy S/3 Neutral impact as the presumption in favour of sustainable development indicated in the NPPF does not apply where development which is likely to affect European protected sites is under consideration.</p> <p>Policy S/4: Uncertain/minor beneficial impacts because Green Belt will help protect designated sites within it from loss through development. But this protection will not necessarily assist with maintaining the quality of the sites in terms of their nature conservation interests.</p> <p>Policy S/5: Uncertain impacts, as the policy proposes a level of growth which requires additional development.</p> <p>Uncertain impacts (Policy S/6) as some of the sites have protected species. Mitigation measures are better proposed at the site level, and will be dealt with by the Biodiversity policy and adherence to legislation.</p> <p>Beneficial impact (Policy S/7) because it guides development towards areas within the development frameworks and away from the countryside. The policy also ensures that development within frameworks must contribute to the protection and enhancement of important ecological features and development would not be permitted where features formed an essential part of the local character.</p> <p>Neutral impact (Policies S8-11) because development permitted under these policies will also have to adhere to Policy S/7.</p>		
5. Habitats	<p>Policy S/4: Uncertain/minor beneficial impacts because Green Belt could help protect habitats within it from loss through development. However, this protection will not necessarily assist with maintaining habitat quality. Maintaining the green belt around the city assists with providing green infrastructure around the city and making connections between green infrastructure within the city and the surrounding countryside, thereby helping to maintain a network of habitat corridors. This may also be the case for the smaller areas of green belt located around villages.</p> <p>Policy S/5: Uncertain impacts as these levels of growth will inherently lead</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>to the loss of some habitats through site allocations, and unallocated development which come forward during the life of the plan. However several strategic site allocations (such as Waterbeach New Town and Bourne Airfield) also provide opportunities for habitat creation. Unallocated development will be subject Policy NH/4 Biodiversity, with successful mitigation the impacts of development could be reduced to neutral.</p> <p>Policy S/6: Uncertain impacts on biodiversity and habitat retention and creation opportunities would vary by site, but larger scale development, in particular the new settlement at Waterbeach, could support delivery of significant green infrastructure with biodiversity value. However, some sites contain unimproved grassland, woodland and water features, and it is not certain that all these will be retained within the developments, although the policies require this '<i>where possible</i>'. A number of larger site proposals specifically reference the potential to deliver significant open space or Green Infrastructure beyond the minimum required by policy and some of the site allocation policies require the delivery of Biodiversity Management Plans. Village sites may offer fewer opportunities for enhancement in terms of overall net gains, the significance of their contribution to ecological coherence of strategic habitat networks is highly dependent upon their location and the type of habitat they could provide. The potential environmental effects are better assessed at the site allocation level.</p> <p>Policy S/7: Beneficial impact because it guides development towards areas within the development frameworks and away from the countryside. The policy also ensures that development within frameworks must contribute to the protection and enhancement of important ecological features, and development would not be permitted where features formed an essential part of the local character.</p> <p>Policies S/8-11: Neutral impact because development permitted under these policies will also have to adhere to Policy S/7, and other policies in the local plan which address biodiversity.</p>		
6. Green	Policy S/4: Beneficial impact although green belt designation does not automatically deliver access to the countryside (as land can still be retained		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
spaces	<p>in private ownership) its designation does not preclude uses which are compatible with its purpose, which could include informal recreation. Therefore over the long term the green belt could provide a resource of access to natural spaces, which could become increasingly important over time.</p> <p>Policy S/6: Minor to significant beneficial impacts Green Infrastructure opportunities would vary by site, but larger scale development, in particular the new settlements, could support delivery of significant green infrastructure. These significant impacts from the Waterbeach New Town and Bourne Airfield would only be realised later in the plan period due to the phasing of development from 2026 and 2022 respectively. In the shorter and medium term a number of larger site proposals specifically reference the potential to deliver significant open space or Green Infrastructure beyond the minimum required by policy.</p> <p>Policy S/7: Minor beneficial impacts as developments in settlement frameworks are only permitted where development would protect and enhance local green spaces, and development would not be permitted on a local green space which formed an essential part of the local character. Impact of the policy is likely only to be minor because the policy does not actively improve access to green spaces, even though it does protect existing ones.</p> <p>Policies S/8, S9/ S10: Minor beneficial impacts as developments in these settlements will have to provide or enhance green space and development permitted under these policies will also have to adhere to Policy S/7 which protects existing green spaces.</p> <p>Policy S/11: Uncertain impacts as developments within infill villages are smaller and are less likely to be able to secure green space provision.</p>		
7. Landscape and Townscape	<p>Beneficial impact (Policy S/3) because the NPPF requires the protection of valued landscapes, and that development responds to local character and promotes local distinctiveness.</p> <p>Significant beneficial impact (Policy S/4) as the open character of the Green Belt around Cambridge makes a significant contribution to the overall landscape character and local distinctiveness surrounding the city.</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Uncertain impacts (Policy S/5) as these levels of growth will inherently lead to impacts on landscape character resulting from development. However, strategic allocations policies require development to respect local character and some require Landscape Strategies. Housing allocations and unallocated development will be subject to policies elsewhere in the plan.</p> <p>Beneficial impact (Policy S/6) as the policy specifically requires regard to be had to the purposes of the Green Belt, which is important for protecting the landscape and townscape setting of the compact historic City. Although the policy directs development to the edge of Cambridge, the local plan restricts the level of development to areas which can accommodate development without harming the landscape, townscape and heritage special qualities of Cambridge and its setting which are protected by the Green Belt. This is recorded as minor because although the policy avoids significant adverse impacts to landscape and townscape through Green Belt protection by the way it directs the location of future development, it does not seek to enhance landscape and townscape. The enhancement of landscape and townscape are dealt with by other local plan policies.</p> <p>Beneficial impact (Policy S/7) because it guides development towards areas within the development frameworks and away from the countryside. The policy ensures that development will only be permitted where it is consistent with local character (which inherently includes landscape and/or townscape character) The policy also ensures that development within frameworks must contribute to the protection and enhancement of important landscape features.</p> <p>Neutral impact (Policies S8-11) because development permitted under these policies will also have to adhere to Policy S/7.</p>		
8. Heritage	<p>Beneficial impact (Policy S/3) because the NPPF requires the protection of heritage assets.</p> <p>Significant beneficial impact (Policy S/4) as the open character of the Green Belt around Cambridge makes a significant contribution to protecting the quality of the city's historic setting. The green belt designation will primarily help the visual setting of historic features, and</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>could prevent the loss of heritage assets from built development, but it does not provide protection against other forms of development which can still cause harm to heritage assets (many of which are also outside the control and remit of the Local Plan).</p> <p>Uncertain impacts (Policy S/5) as these levels of growth will inherently lead to the adverse impacts on some heritage assets through site allocations. However, site allocations provide for appropriate mitigation, and unallocated development will be subject to policies elsewhere in the local plan.</p> <p>Beneficial impact (Policy S/6) as the policy specifically requires regard to be had to the purposes of the Green Belt, which is important for protecting the historic setting of the compact historic City of Cambridge. Although the policy directs development to the edge of Cambridge, the local plan restricts the level of development to areas which can accommodate development without harming the special heritage qualities of Cambridge and its setting which are protected by the Green Belt. This is recorded as minor because although the policy avoids significant adverse impacts to heritage through Green Belt protection by the way it directs the location of future development, it does not seek to enhance heritage assets. The enhancement of heritage assets are dealt with by other local plan policies.</p> <p>Neutral impact (Policies S8-11) because development permitted under these policies will also have to adhere to Policy S/7.</p>		
9. Places	<p>Beneficial impact (Policy S/3) because the NPPF's core planning principles require good design.</p> <p>Beneficial impact (Policy S/7) because it only permits development which is of a scale, density and character which is appropriate to the location, and requires development to protect landscape, ecological and heritage features. As a result is it likely to assist with the creation of well designed places with a good sense of place.</p>		
10. Climate mitig.	<p>Beneficial impact (Policy S/3) because the NPPF requires new developments to minimise energy consumption and to plan for development in ways which minimise greenhouse gas emissions.</p> <p>Negative impact (Policy S/5) as the scale of growth inherently has adverse</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>impacts on greenhouse gas emissions.</p> <p>Significant beneficial impacts (Policy S/6) The strategy across the Cambridge area will deliver a significant proportion of new development in and on the edge of Cambridge, closest to the highest order services and biggest concentration of jobs, with the highest opportunities to access these by walking and cycling. 55% of the forecast growth of South Cambridgeshire and Cambridge City is proposed in and on the edge of Cambridge. Further development at, this stage in the sequence would have a significant impact on a range of other objectives, in particular landscape townscape and heritage – the special qualities of Cambridge and its setting which are protected by a Green Belt. The next largest proportion of growth will take place at new settlements. Whilst they are further from Cambridge, they are mixed use developments and therefore provide locally accessible jobs, services and facilities thus enabling shorter journeys. The concentration of development will also enable the delivery of transport infrastructure to support sustainable travel, such as rail or bus improvements and cycling. This will result in a higher modal share for sustainable modes than a more dispersed development strategy. The Strategy also provides for a proportion of development for both housing and jobs focused on rural centres and minor rural centres, the best served villages in the district. Ensuring that the scale of windfall development that can come forward in villages is compatible with the level of service provision in rural areas, limiting growth in smaller villages, will also contribute to this objective. Despite this policy there will still be some negative impacts as the policy will not eliminate the emissions from traffic.</p> <p>Negative (Policies S/8, S/9 S/10, S/11) the development strategy sets out a strategic approach to minimise greenhouse gas emissions by directing development towards the most sustainable locations in terms of reducing the need to travel, and promoting a more sustainable pattern of growth within the district. It is difficult to quantify the effects of these policies. However, this is unlikely to mitigate fully for the impact on emissions from the proposed levels of growth.</p>		
11. Climate	Beneficial impact (Policy S/3) on climate change adaptation because the		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
adapt.	<p>policy requires the sequential test to allocation of land for development with regards to flood risk.</p> <p>Neutral impact (Policy S/5) because all the allocated sites are located within flood zone 1 with low risk.</p>		
12. Health	<p>Neutral (Policy S/6) Although there are potential negative effects because development on the edge of Cambridge has the potential to bring dwellings closer to the M11 or A14, and these are areas of relatively poor air quality (with an AQMA on the A14) with consequent negative impacts for the health of residents. Policies relating to specific allocations, or for unallocated development those within the local plan, will seek to avoid and reduce these impacts through appropriate mitigation measures. As a consequence a neutral impact has been recorded for this policy, because mitigation is dealt with elsewhere.</p>		
13. Crime	<p>Beneficial impact (Policy S/3) because the NPPF requires local plans and developments to promote safe, accessible environments which help to reduce crime and the fear of crime.</p>		
14. Open space	<p>Beneficial impacts (Policy S/3) because the NPPF requires that existing open spaces for recreation are protected from built development, unless it is surplus to assessed needs, or better facilities can be provided, or the needs for development for alternative sports or recreation outweigh the losses of the current use.</p> <p>Beneficial impacts (Policy S/4) as protecting the green belt from development will potentially create opportunities for open space provision. The impacts is recorded as minor positive or uncertain as the likelihood is unknown</p> <p>Beneficial impacts (Policy S/6) opportunities for open space provision varies by site, but larger scale development, in particular the new settlements, could support delivery of significant green infrastructure. A number of larger site proposals specifically reference the potential to deliver significant open space beyond the minimum required by policy.</p> <p>Neutral impacts (Policy S/7) as the development frameworks policy is unclear whether it prevents built development on open space. However, the</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>open space policies S/5 and S/8 are considered sufficient mitigation.</p> <p>Minor beneficial impacts (Policy S/8, S/9 and S/10) as developments in these settlements will have to provide some open space.</p> <p>Uncertain impacts (Policy S/11) as developments within infill villages are smaller and are less likely to be able to secure open space provision, although the open space policies SC/5 and SC/8 require on site provision of informal open space with all scales of developments.</p>		
15. Housing	<p>Beneficial impact (Policy S/3) because the NPPF requires development to provide for the areas locally objectively assessed housing needs and provide a range of types of dwellings and high quality homes.</p> <p>Significant beneficial impact (Policy S/5) because it provides for a medium growth level in housing development to meet the objectively assessed housing needs within the plan period. The policy provides for 19,000 homes some of which will be affordable housing, and 85 gypsies and travellers and travelling showpeople pitches, thereby contributing to provision for all sectors of the community. The policy provides for adequate levels of housing to support the local economy.</p> <p>Significant beneficial impacts (Policy S/6) because the strategy proposes a range of different settlement type locations to accommodate development for housing and in locations which will meet the housing needs of villages, including the need for affordable homes. It is also likely to be able to provide for a variety of different lifestyle and community choices.</p> <p>Significant beneficial impact (Policy S/8 and S/9) as the policy provides for housing in the villages classed as rural centres and minor rural centres. Developments are likely to be large enough to have to meet the affordable housing requirements of policy H2 Housing Mix, and therefore these policies provide for development which contributes to a range of provision.</p> <p>Significant beneficial impact (Policy S/10) as the policy provides for housing in the smaller villages. Even with the maximum indicative development size of 8 dwellings, developments will still be required to provide affordable homes.</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Significant beneficial impact (Policy S/11) provides for dwellings within development towards of smaller villages and so this can address local needs.</p> <p>Significant beneficial impact (Policy S/12) as the policy provides for housing production throughout the plan period with phasing of the two new towns to meet projected housing needs. Thereby contributing to the objective of decent affordable homes for everyone. The policy is flexible, to respond to changing housing demands, and delivery rates and so help ensure a continuous supply without creating over provision.</p>		
16. Inequalities	Policies S/8, S/9, S/10 and S/11: Minor beneficial impact on addressing inequalities through allowing the provision of housing, including affordable housing in the smaller (infill) villages, group villages and minor rural centres		
17. Services	<p>Beneficial impacts (Policy S/3) because the NPPF requires that development does not lead to the loss of local services particularly those required for day-to-day needs of communities.</p> <p>Indirect minor beneficial impacts (Policy S/5) because growth levels should lead to the provision of new services and facilities.</p> <p>Significant beneficial impacts (Policy S/6) because the strategy supports development on the edge of Cambridge where access to a wide range of services and facilities will be possible. Housing-led new settlements and other plan policies ensure that they will provide their own services and facilities. This could provide a degree of self-sufficiency, by providing opportunities to live and work in the same place, however, the greatest concentration of jobs will remain in and close to Cambridge and so development on the edge of the city will support opportunities for good access to work.</p> <p>Significant beneficial impact (Policy S/8) permits development only where adequate services and facilities can be provided or are already available. Many of the rural centres have good access to a range of services and facilities. Policy SC/4 requires all housing developments to include or contribute to the provision of the services and facilities necessary to meet</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>the needs of the development.</p> <p>Minor beneficial impact (Policies S/9 , S/10 and S/11) many of the minor rural centres have access to a range of services and facilities, the group villages and infill villages have a more restricted range of services and may only meet day-to-day needs. For all policies development is restricted where service and facilities are more limited to avoid strains on existing capacity. Policy SC/4 requires all housing developments to include or contribute to the provision of the services and facilities necessary to meet the needs of the development.</p> <p>Significant beneficial impact (Policy S/12) as the policy provides for phasing of development to be flexible in order to secure the provision of infrastructure, which includes services and facilities associated with housing, when it is needed.</p>		
18. Community			
19. Economy	<p>Beneficial impact (Policy S/3) as the NPPF requires the Local Plan to set out a clear economic strategy; it requires development to support existing and emerging business sectors in the plan area. It also provides that land allocations should be regularly reviewed.</p> <p>Significant beneficial impact (Policy S/5) because it provides for 22,000 jobs to meet the objectively assessed needs for growth in jobs within the plan period. The policy supports opportunities for jobs growth in the Cambridge Cluster and the provision of land for employment uses. The policy provides for a level of growth which would maintain the role of the Cambridge area as a world leader in higher education, research and knowledge based industries and supporting wider area.</p> <p>Minor beneficial impact (Policy S/7) because it allows for development within the countryside is necessary such as that to support agriculture or forestry which may enable local businesses to diversify and adapt.</p>		
20. Work	<p>Beneficial impact (Policy S/3) as the NPPF requires that development facilities co-location of compatible work and living uses within the same premises.</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Significant beneficial impacts (Policy S/5) because it provides for 22,000 jobs to meet the objectively assessed needs for growth in jobs within the plan period. The policy supports opportunities for jobs growth in the Cambridge Cluster and the provision of land for employment uses..</p> <p>Significant beneficial impacts (Policy S/6) because the strategy supports housing-led new settlements and other plan policies ensure that they will provide a mix of uses with employment delivering jobs locally and their own services and facilities. This could provide a degree of self-sufficiency, by providing opportunities to live and work in the same place, however, the greatest concentration of jobs will remain in and close to Cambridge and so development on the edge of the city will support opportunities for good access to work.</p> <p>Significant beneficial impact (Policies S/8 to S/9) as the policies allow for development which according to policy S/6 includes development for jobs within the rural centres and minor rural centres, thereby providing opportunities to live and work in the same location.</p> <p>Minor beneficial impact (Policy S/11) as the policy ensures that development by conversion or redevelopment for housing will not lead to the loss of local employment.</p>		
21. Investment	<p>Beneficial impact (Policy S/3) because the NPPF requires plans to support the expansion of electronic communications networks such as high speed broadband. It also great weight to be given to the need to expand or create schools, and promote development which will widen choice in education.</p> <p>Significant beneficial impacts (Policy S/6) as the strategy focuses development where it can provide key local services as a result of the scales of development proposed. Development lower down the hierarchy focused towards rural centres and minor rural centres will contribute to improvements to existing services, including expansion of schools where needed.</p> <p>Significant beneficial impacts (Policy S/7) as the policy requires that there is the necessary infrastructure to support capacity to support development.</p> <p>Potential significant beneficial impacts (Policies S/8 and S/9) as the levels of development combined with existing development is likely to be make</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>investments more feasible, particularly within rural centres.</p> <p>Neutral impacts (Policies S10/11) as the size of development allowed by these policies is unlikely to be able to bring forward investment in transport infrastructure.</p>		
22. Travel	<p>Beneficial impacts (Policy S/3) because the NPPF promotes sustainable transport and requires that all developments generating substantial levels of traffic should require a Transport Statement or Assessment.</p> <p>Significant beneficial impacts (Policy S/6) The strategy across the Cambridge area will deliver a significant proportion of new development in and on the edge of Cambridge, closest to the highest order services and biggest concentration of jobs, with the highest opportunities to access these by walking and cycling. 55% of the forecast growth of South Cambridgeshire and Cambridge City is proposed in and on the edge of Cambridge. Further development at this stage in the sequence would have a significant impact on a range of other objectives, in particular landscape townscape and heritage – the special qualities of Cambridge and its setting which are protected by a Green Belt. The next largest proportion of growth will take place at new settlements. Whilst they are further from Cambridge, they are mixed use developments and therefore provide locally accessible jobs, services and facilities thus enabling shorter journeys. The concentration of development will also enable the delivery of transport infrastructure to support sustainable travel, such as rail or bus improvements and cycling. This will result in a higher modal share for sustainable modes than a more dispersed development strategy. The Strategy also provides for a proportion of development for both housing and jobs focused on rural centres and minor rural centres, the best served villages in the district. Ensuring that the scale of windfall development that can come forward in villages is compatible with the level of service provision in rural areas, limiting growth in smaller villages, will also contribute to this objective.</p> <p>Potential beneficial impacts (Policies S/8 and S/9) because many rural centres and minor rural centres have good access to services and facilities within walking distance or by public transport which is generally good and within walking distance. The levels of development within the rural</p>		

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>centres is also likely to provide additional services and facilities which will reduce the need to travel.</p> <p>Potential minor negative impacts (Policies S10/11) may result from development within these types of settlements because in many cases public transport in smaller villages is extremely limited, and most lack any significant services and facilities, therefore people will need to travel to access these and this will most likely be by private vehicle, although all group villages have at least a primary school. The restrictions upon development within these locations provided by the policy helps to minimise the overall environmental impacts.</p>		
23. Trans. Infr.	<p>Minor beneficial impacts (Policy S/3) because the NPPF promotes safe and accessible developments, with legible pedestrian routes.</p> <p>Significant beneficial impacts (Policy S/6) as larger developments and new settlements have the potential to enable focussed investment in public transport and cycling infrastructure, delivering high quality services to provide a high modal share of travel by non-car modes.</p> <p>Significant beneficial impacts (Policy S/7) as the policy requires the necessary infrastructure capacity to support developments, which will include the need for sufficient capacity in transport infrastructure.</p> <p>Significant beneficial impacts (Policy S/8) as the policies require the necessary infrastructure capacity to support developments, which will include the need for sufficient capacity in transport infrastructure. Neutral impacts (Policies S/10 and S/11) as the size of development allowed by these policies is unlikely to be able to bring forward investment in transport infrastructure.</p> <p>Significant beneficial impact (Policy S/12) as the policy provides for phasing of development to be flexible in order to secure the provision of infrastructure when it is needed.</p>		

Chapter 3: Strategic Sites

Elements assessed

SS/1 Orchard Park
 SS/2 Land between Huntingdon Road and Histon Road
 SS/3 Cambridge East
 SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station
 SS/5 Waterbeach New Town
 SS/6 New Village at Bourne Airfield
 SS/7 Northstowe Extension
 SS/8 West Cambourne

Appraisal scores table

SA Obj	SS/1	SS/2	SS/3	SS/4	SS/5	SS/6	SS/7	SS/8
1. Land / soil	+	-	~	-	+/-	+/-	---	---
2. Waste	~	~	~	?	+++	+++	~	+++
3. Pollution	?	?/+	?	+	?/-	-	-	~
4. Prot. Sites	~	?	~	~	~	+	~	~
5. Habitats	+	~	~	?	+++	+++	+++	?
6. Green spaces	~	+	~	~	+++	+++	+++	+++
7. Landscape and Townscape	~	?	~	~	-/+	~	-	~

Issue:

SA Obj	SS/1	SS/2	SS/3	SS/4	SS/5	SS/6	SS/7	SS/8
8. Heritage	+	?	~	~	-/+	~	-/?	~
9. Places	+++	+++	+	+	+++	+++	~	+++
10. Climate mitig.	+++	+++	~	~	+++	+++	+/?	+
11. Climate adapt.	~	+	~	~	+++	+++	~	+++
12. Health	~	+	?	~	~	~	~	~
13. Crime	+	+	+	+	+	+	~	+
14. Open space	~	+	+++	~	+++	+++	+++	+
15. Housing	+	+	+	+	+++	+++	+++	+
16. Inequalities	~	+	~	~	+	+	~	~
17. Services	+++	+++	+	~	+++	+++	+++	+
18. Community	~	~	~	~	+	+	+	+
19. Economy	~	~	~	+++	+++	+++	+++	+++
20. Work	+++	+++	~	+++	+++	+++	+++	+++
21. Investment	~	~	~	~	+++	+++	+++	+++
22. Travel	+++	+++	~	+++	+++	+++	+++	+++
23. Trans. Infr.	~	+++	+++	+++	+++	+++	?	+++

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	Beneficial impact (Policy SS/1) as the policy will enable completion of a development site, the majority of which has been completed. The site area		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>has been cleared for development.</p> <p>Negative impact (Policy SS/2) as the land is classed as Grade 2 and 3 agricultural land and also has the potential for contamination. This impact on the agricultural land cannot be mitigated in full. However, the proposal should include the provision of allotments as part of the open space. The Local Plan is proposing this site to be released from the green belt.</p> <p>Neutral Impact (Policy SS/3) as the site does not lie within the green belt.</p> <p>Negative impact (Policy SS/4) as development will lead to the loss of agricultural land. Some mineral reserves will be sterilised as a result of development of some areas of the site.</p> <p>Beneficial and negative impacts (Policy SS/5) as the site of the new town will use previously developed land as well as lead to the loss of agricultural land.</p> <p>Beneficial and negative impacts (Policy SS/6) because the site will lead to significant loss of high grade agricultural land (Majority of the site is grade 2). However, this is balanced by the fact that the site is not in a mineral safeguarding area and will have a neutral impact on this sub-objective and that quite a large proportion of the sites is previously developed as airfield.</p> <p>Significant negative (Policy SS/7) as the allocation is on high grade (Grade 2) agricultural land. A substantial part of the site falls within a designated area in the Minerals and Waste LDF (sand and gravel). Development would have minor negative impacts on identified mineral reserves.</p> <p>Significant negative impacts (Policy SS/8) because the site will lead to the loss of a large area of agricultural land.</p>		
2. Waste	<p>Uncertain impact (Policy SS/4) the site falls within an area of search for a household waste recycling centre to serve the north of Cambridge, and also to provide inert waste recycling. The nature and extent of which if located at this site would need to be compatible with the site's other uses.</p> <p>Significant beneficial impact (Policy SS/5) on increasing household recycling through the requirements for provision of waste/recycling</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>management facilities as part of the development. This is likely to have a significant positive performance against this SA objective.</p> <p>Significant beneficial impact (Policy SS/6) on reducing waste arising from the development of the site through the requirement for sustainable construction methods. Also beneficial impact on increasing household recycling through the requirements for provision of waste/recycling management facilities as part of the development. This is likely to have a significant positive performance against this SA objective.</p> <p>Significant beneficial impact (Policy SS/8) on reducing waste arising from the development of the site through the requirement for sustainable construction methods exceeding those set out in local plan Policies CC/3 and CC4.</p>		
3. Pollution	<p>Uncertain impact (Policy SS/1) as the site is adjacent to the A14 which is an AQMA and suffers from noise issues. The parts of the site that are now being considered for residential development were originally allocated for employment land to act as a buffer between the A14 and residential areas. However, the policy and supporting text is very clear that mitigation measures are required that will reduce the effects of noise and air pollution to acceptable levels. If this is achieved the impacts are likely to be neutral.</p> <p>Uncertain / beneficial impact (Policy SS/2). Minor beneficial impact as the start and the phasing of the site will be linked to waste water treatment capacity and the capacity of receiving watercourses. Uncertain impacts on air and noise as the site is close to the A14, an AQMA. However, the policy requires noise and air quality assessments to be undertaken before development commences and a low emission strategy will be required as will a construction strategy to minimise impacts on residential amenity and the environment.</p> <p>Uncertain impact (Policy SS/3) as residential development on land north of Newmarket Road (to the north of the airport), and north of Cherry Hinton (to the south of the airport) could be exposed to unacceptable noise pollution impacts from the airport which it will only be permitted where these impacts can be mitigated to acceptable levels. However, there will probably be some residual impact likely in summer months when residents</p>	<p>All allocations: Not capable of direct mitigation. Development in less sustainable locations and in a number of smaller village sites would be likely to have a greater impact due to a reduced access to public transport, jobs and services and facilities.</p>	<p>All allocations: The diffuse impacts of development on air quality are not capable of direct mitigation. Impacts would be indirectly mitigated by use of the rapid high quality public transport links available from the site to key destinations such as Cambridge. The Northstowe Area Action Plan (AAP) provides strong support to public transport, and to cycling and walking.</p> <p>Policy SS/7 The Northstowe Area Action Plan requires water runoff rates to be no higher than from agricultural land.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>wish to have windows open or make use of outdoor space.</p> <p>Beneficial impact (Policy SS/4) on odour as the policy requires that impacts from the WWTW are mitigated. Development of the site for residential use could place people in locations where they are exposed to noise pollution and poor air quality (from dust) from the transportation of aggregates on the railway. These issues are to be dealt with in the Area Action Plan.</p> <p>Uncertain but potentially minor negative impact (Policy SS/5) the size of the development inherently will create further air pollution from increased traffic and static emissions, leading to impacts on local air quality, (although it is not adjacent to an AQMA) with minor negative residual impacts remaining despite mitigation. The policy requires a Low Emissions Scheme to ensure that the development has no significant adverse impacts on air quality. Noise from railway line would require mitigation. With regards land contamination this site is previously military land/airfield and may have contaminated land, which will require investigation. Its development provides the potential for minor benefits through remediation of minor contamination. Impacts on water are assumed to be neutral as the development will have to adhere to local plan policies which will ensure that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).</p> <p>Uncertain but potentially minor negative impact (Policy SS/6) the size of the development inherently will create further air pollution from increased traffic and static emissions, leading to impacts on local air quality, (although it is not adjacent to an AQMA) with minor negative residual impacts remaining despite mitigation. Potential for noise impacts from the adjacent A428 and adjoining industrial units upon residential uses, but these are deemed to be capable of mitigation. The policy requires that these are mitigated through the policy framework established through the Area Action Plan which will also establish the locations of uses within the site. With regards land contamination this site is previously military land/airfield and may have contaminated land, which will require investigation. Its development provides the potential for minor benefits</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>through remediation of minor contamination. Impacts on water are assumed to be neutral as the development will have to adhere to local plan policies which will ensure that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).</p> <p>Minor negativeA development of this scale will have an impact on air quality, with minor negative impacts.</p> <p>Policy SS/8 Beneficial impact on water quality as the policy requires the provision and on-going management of SuDS to control the risk of flooding to areas both downstream and upstream of development. In terms of water quality protection the policy requires that satisfactory arrangements can be made for foul drainage and sewage disposal so as to ensure continued water quality of receiving waters.</p>		
4. Prot. Sites	<p>Uncertain impact (Policy SS/2) as the majority of the site comprises arable land considered to be of local ecological value, the site is known to support a number of protected species including badgers, bats, water voles, and brown hare. At this stage the main potential issue is the impact that development within the proposed site could have on the local population of badgers. However, the policy seeks to address mitigation of these issues within a Countryside Enhancement Strategy that will be included with the development which will include hedgerow management, new and protected wildlife habitats. Developers will be required to retain appropriate existing features of ecological interest.</p> <p>Minor beneficial impacts (Policy SS/6) Great crested newts are known to be in the vicinity and may be adversely affected by development. The policy requires retention of ecological features where possible and full ecological survey and a Biodiversity Management Plan to provide appropriate mitigation and enhancement.</p> <p>Neutral impacts (Policy SS/7) No potential impacts were identified by the HRA of the Northstowe Area Action Plan The development is upstream from the Ouse Washes SPA which lie about 15 miles to the north east.</p>		The Northstowe Area Action Plan requires water runoff rates to be no higher than from agricultural land.
5. Habitats	Beneficial impact (Policy SS/1) as the policy states that existing features	Enhancement (Policy SS/8): areas of unimproved	The Northstowe Area Action Plan includes a

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>of ecological interest should be retained and new features created.)</p> <p>Significant beneficial impact (Policy SS/5) as the allocation for Waterbeach new town includes areas outside what is proposed for built development and this will include significant green infrastructure provision. The policy specifies that this should include the retention of existing woodland, hedges and waster features wherever possible, and a Biodiversity Management Plan is required to provide appropriate mitigation and enhancements to guide the development.</p> <p>Significant beneficial impact (Policy SS/6) the policy requires the retention of existing habitats which contribute to the character and amenity of the village or which provide separation from surrounding communities and requires ecological survey and monitoring and the provision of a Biodiversity Management Plan. The Area Action Plan should ensure that appropriate levels of funding and suitable management arrangements are made to ensure the ongoing management of these biodiversity features in perpetuity. A negative impact is likely as a result of losing grassland habitats currently found within the airfield strips and it may be difficult to mitigate for this loss dependent upon their current ecological value and type of grassland.</p> <p>Potentially significant beneficial impact (Policy SS/7) as a development of this size is required to provide significant new Green Infrastructure which would improve opportunities for people to access and appreciate wildlife and green spaces.</p> <p>Uncertain impacts (Policy SS/8) as the policy requires the retention of existing habitats, including unimproved grassland, ‘<i>where ever possible</i>’ and this does not guarantee they will be retained, although those areas which are will be managed to enhance their biodiversity value. Maintenance of habitats will also include provision of a network of green infrastructure, through its Masterplan. The supporting text suggests that this will include areas for informal quite enjoyment of the natural environment.</p>	<p>grassland which cannot easily be recreated, and therefore their loss cannot be adequately mitigated, should be retained.</p>	<p>range of policies to address biodiversity. These require the provision of a water park, a country park, green corridors and habitats within the urban area</p>
6. Green	Beneficial impact (Policy SS/2) as a Countryside Enhancement Strategy will be included with the development which will include hedgerow	Enhancement (Policy SS/8): areas of unimproved grassland which cannot easily be recreated, and	The Northstowe Area Action Plan includes a range of policies to address Green Spaces.

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
spaces	<p>management, new and protected wildlife habitats and new footpaths and cycleways and allotments.</p> <p>Significant beneficial impact (Policy SS/5) as the allocation for Waterbeach new town includes areas outside what is proposed for built development and this will include substantial green infrastructure provision.</p> <p>Significant beneficial impacts (Policy SS/6) as the policy requires the provision of a significant network of green infrastructure, both through creation of new features and the retention of existing ones (woods, hedges, water features). This provision includes areas which will have public access, thereby contributing to increased access to wildlife and green spaces.</p> <p>Potentially significant beneficial impacts (Policy SS/7) as significant new Green Infrastructure would be provided as part of the development which would improve opportunities for people to access and appreciate wildlife and green spaces.</p> <p>Significant beneficial impacts (Policy SS/8) as the policy requires the retention and maintenance of habitats provision of a network of green infrastructure, through its Masterplan. The supporting text suggests that this will include areas for informal quiet enjoyment of the natural environment.</p>	therefore their loss cannot be adequately mitigated, should be retained.	These require the provision of all types of public open spaces and sports provision, a water park, a country park, and green corridors within the urban area.
7. Landscape and Townscape	<p>Uncertain impact (Policy SS/2) as the Green Belt has been revised to provide for this development. However, separation between Girton, Histon and Impington villages will be maintained and this impact cannot be further mitigated as the land has already been released from the Green Belt. In addition, the policy states that a Landscape Strategy must be prepared and include appropriate edge treatments that respect the Green Belt. A Countryside Enhancement Strategy will also be included with the development which will include hedgerow management, new and protected wildlife habitats and new footpaths and cycleways.</p> <p>Neutral impacts (Policy SS/5) the development has the potential for adverse impacts on the landscape, however the policy requires</p>	Policy SS/8 masterplan should be subject to sustainability appraisal.	<p>The Northstowe Area Action Plan includes a range of policies to create an appropriate setting for the town, connect it to the wider countryside and include landscaping both on the edge and within the development.</p> <p>The AAP requires that green separation is required from the existing villages of Longstanton and Oakington which will minimise townscape impacts.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>development to respond to local character and deliver a Landscape Strategy which could lead to positive impacts through landscape enhancements</p> <p>Neutral impact (Policy SS/6) the policy provides for mitigation for landscape impacts, and requires design to respond to local landscape character, and generally the development is likely to be compatible as a result. The policy requires strategic landscaping to ensure that the rural nature of the Broadway is maintained and that separation from Cambourne, and countryside separation from Caldecote and Highfields is also maintained.</p> <p>Minor negative impact (Policy SS/7) as the development would replace open agricultural fields with built development and associated uses, which will alter the local landscape character. The incorporation of include woodlands, hedges and water features would substantially mitigate landscape impacts.</p>		
8. Heritage	<p>Policy SS/1 and SS/2: Minor beneficial impact as each policy will seek protection of Arbury Camp. The Green Belt will continue to ensure separation between SS/2 and Girston and Histon and Impington villages.</p> <p>Policy SS/5: Although development at Waterbeach new town could lead to negative impacts on the setting of Denny Abby the policy requires landscape mitigation measures to ensure that its not adversely affected, and to provide landscape enhancements. Protection and enhancement of other heritage assets such as Car Dyke and the Soldiers Hill Earthworks are also specifically required by the policy is likely to lead to positive impacts Overall if the mitigation measures are successful the impacts are likely to be beneficial.</p> <p>Policy SS/6: without mitigation there are potential for adverse impacts on the setting of listed buildings adjoining site to the west and south west of the site however the policy requires measure to protect and enhance the adjacent Listed Buildings, (in addition to protection afforded through the general plan policy NH/13 Heritage Assets). The site’s archaeological potential will require further desk or field based investigation as required by Policy NH/13 therefore the assumption for a neutral impact is that it is</p>	The Waterbeach Newtown Area Action Plan should be subject to sustainability appraisal.	The Local Plan and the NPPF require the investigation and appropriate treatment of archaeological findings.

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>likely appropriate mitigation can be achieved through the development process.</p> <p>Negative or Uncertain impacts (Policy SS/7) as the site includes a known Roman/Saxon settlement and development has the potential for negative impacts. Archaeological investigations and mitigation will be a requirement of development</p>		
9. Places	<p>Significant beneficial impact (Policy SS/1 and SS/2) as development will enable an important gateway building to be developed for those entering Cambridge from the North. The policy also states that high standards of design should be applied on the site.</p> <p>Significant beneficial impact (Policy SS/5) as the policy requires excellence in sustainable development standards of design which responds to local character. The Area Action Plan approach should enable the integration of spaces and buildings to create good places.</p> <p>Significant beneficial impact (Policy SS/6) as the policy requires high standards of design which responds to local character. The Area Action Plan approach should enable the integration of spaces and buildings to create good places.</p> <p>Significant beneficial impact (Policy SS/8) as the policy requires high standards of design which responds to local character. The masterplan approach should enable the integration of spaces and buildings to create good places.</p>		
10. Climate mitig.	<p>Beneficial impact (Policy SS/1 and SS/2) as the sites will provide a public transport interchange and is in an accessible location with good public transport. If this results in reduced car use this will be positive.</p> <p>Potential for significant beneficial impacts (Policy SS/5) seeks to mitigate for air quality impacts through a Low Emissions Scheme. Beneficial impacts as the development would create opportunities for renewable energy. The policy will minimise its contributions to climate change through requirements for sustainable design and construction and could make a significant positive contribution should the combined heat and</p>		The Northstowe AAP requires that the development exceeds current standards with regards to energy and water.

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>power be provided by the adjacent Waterbeach Waste Management Park.</p> <p>Beneficial impacts (Policy SS/6) development would create minor additional opportunities for renewable energy. The policy will minimise its contributions to climate change through requirements for sustainable design and construction and could make a significant positive contribution should the combined heat and power be feasible. A new settlement of this scale could include combined heat and power and the policy expects the feasibility of this to be explored through the Area Action Plan. The AAP will also identify other opportunities for sustainable design and construction and this should include renewable energy.</p> <p>Beneficial impact (Policy SS/7)The development would create additional opportunities for renewable energy with the scale dependent upon development viability</p> <p>Beneficial impact (Policy SS/8) on promoting energy efficiency and minimising climate change impacts of construction through the requirement for sustainable design and construction exceeding those set out in local plan Policies CC/3 and CC4.</p>		
11. Climate adapt.	<p>Significant beneficial impacts (Policy SS/5) policy requires sustainable design and construction which includes high levels of water efficiency to exceed standards established by the local plan.</p> <p>Significant beneficial impacts (Policy SS/6) policy requires sustainable design and construction which includes high levels of water efficiency to exceed standards established by the local plan.</p> <p>Beneficial impact (Policy SS/7) The great majority of the site lies within Flood Zone 1, small parts are in zones 2 and 3. Built development on land in Flood Zones 2 and 3 should be avoided. The AAP does not propose built development in areas at risk of flood. Such areas can be appropriately used for open space and similar uses.</p> <p>Significant beneficial impact (Policy SS/8) on reducing water use and increasing efficiency through the requirement for sustainable design and construction exceeding those set out in local plan Policies CC/3 and CC/4. It will also minimise flood risk to the development upstream and</p>	Mitigation: Policy SS/7: Built development on land in Flood Zones 2 and 3 should be avoided.	The Northstowe AAP does not propose built development in areas at risk of flood. Such areas can be appropriately used for open space and similar uses.

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	downstream, through requirements for SuDS.		
12. Health	<p>Beneficial impact (Policy SS/2) because the site boundary for housing development is drawn so as to avoid the AQMA, thereby minimising health impacts upon residents from poor air quality.</p> <p>Neutral impacts (Policy SS/5) as development could place people at risk from noise pollution from the A10, the proposed railway station and recreational facilities. However, the policy requires that noise impacts are adequately mitigated so as to prevent significant adverse impacts on health, amenity or quality of life. It also seeks to mitigate for local air quality impacts through a Low Emissions Scheme.</p> <p>Neutral impacts (Policy SS/6) as development could place people at risk from noise pollution from the A428, and recreational facilities. However, the policy requires that noise impacts are adequately mitigated so as to prevent significant adverse impacts on health, amenity or quality of life.</p>		
13. Crime	Beneficial impacts (Policy SS/1 and SS/8) on crime because high standards of design include designing out crime which will be applied to all new development.		
14. Open space	<p>Beneficial impact Policy SS/1 as the development of 900 houses it will be required to provide open space to meet local plan policy standards.</p> <p>Beneficial impact Policy SS/2 as the development of around 1,000 dwellings it will be required to provide open space to meet local plan policy standards. The masterplanning approach allows contributions to the adjoining development in Cambridge.</p> <p>Significant beneficial impact (Policy SS/3) as the development of 1,200 dwellings it will be required to provide open space to meet local plan policy standards, Significant beneficial impact (Policy SS/5) because the policy requires provision of open space, sports and recreation facilities. It should encourage healthy lifestyles through provision of opportunities to access key facilities and services by walking and cycling along a network of routes, in addition to provision of more formal sports and leisure facilities.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Significant beneficial impact (Policy SS/6) because the policy requires provision of a significant network of green infrastructure with public access. It should encourage healthy lifestyles through provision of opportunities to access key facilities and services by walking and cycling as well as provision of more formal sports and leisure facilities.</p> <p>Significant beneficial impact (Policy SS/7) because the development's scale will require the provision of open space with public access. It should encourage healthy lifestyles through provision of opportunities to access key facilities and services by walking and cycling as well as provision of more formal sports and leisure facilities.</p> <p>Beneficial impact (Policy SS/8) because the development's scale will require the provision of open space with public access. It should encourage healthy lifestyles through provision of opportunities to access key facilities and services by walking and cycling as well as provision of more formal sports and leisure facilities.</p>		
15. Housing	<p>Minor beneficial impact (Policy SS/1 and SS/2) as each site could deliver additional housing in a sustainable location and development is required to deliver a mix of housing including affordable homes, built to high quality design standards, and providing for a mix of dwelling types and sizes.</p> <p>Minor beneficial impacts (Policy SS/4) as the development is a mixed use but employment led allocation.</p> <p>Significant beneficial impacts (Policy SS/5) as the new town could deliver a mix of housing , with 8,000 to 9,000 dwellings, including affordable homes, built to high quality design standards, and providing for a mix of dwelling types and sizes.</p> <p>Significant beneficial impacts (Policy SS/6) as development is required to deliver a mix of housing including affordable homes, built to high quality design standards, and providing for a mix of dwelling types and sizes.</p> <p>Significant beneficial impacts (Policy SS/7) as the development would contribute to the delivery of housing to meet objectively assessed needs including for affordable housing. The scale of contribution would be significant on a site of this area.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	Beneficial impacts (Policy SS/8) as the development could deliver a mix of housing including affordable homes, built to high quality design standards, and providing for a mix of dwelling types and sizes. The exact number of houses to be delivered is to be determined by a design-led approach through Masterplanning.		
16. Inequalities	<p>Beneficial impacts (Policy SS/5) as the new village could deliver a mix of dwelling types and sizes, including affordable, which the policy requires delivery of to achieve a balanced and inclusive community.</p> <p>Beneficial impacts (Policy SS/6) as the new town could deliver a mix of dwelling types and sizes, including affordable, which the policy requires delivery of to achieve a balanced and inclusive community.</p> <p>Beneficial impacts (Policy SS/8) as the development is required to deliver a mix of dwelling types and sizes, including affordable, which the policy requires delivery of to achieve a balanced and inclusive community.</p>		
17. Services	<p>Significant beneficial impact (Policy SS/1 and SS/2) as the sites are accessible to a large number of services including a Local Centre at Orchard Park. An expansion of the local Primary School may be needed and this would be dealt with by a planning application. SS/2 is an urban extension of Cambridge and is therefore close the high order services provided by the city.</p> <p>Significant beneficial impact (Policy SS/5) upon accessibility to key local services because the development is expected to provide shops and other services which are appropriate to a rural centre, as well as providing smaller local centres close to residential and employment areas. In addition development will provide health services, education (primary and secondary), open space, sports and leisure facilities.</p> <p>Significant beneficial impact (Policy SS/6) upon accessibility to key local services because the development is expected to provide shops and other services which are appropriate to a rural centre, as well as providing smaller local centres close to residential areas. In addition development will provide health services, education (primary and secondary), open space, sports and leisure facilities.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Significant beneficial impact (Policy SS/7) as the development would be required by the Northstowe Area Action Plan to provide services, facilities and infrastructure to serve the town as need arises.</p> <p>Beneficial impact (Policy SS/8) upon accessibility to key local services because the development is expected to provide shops and other services which are appropriate close to residential areas.</p>		
<p>18. Community</p>	<p>Minor beneficial impact (Policy SS/5) the development requires provision of community service and facilities, which could include a village hall and therefore facilitate engagement in community activities.</p> <p>Minor beneficial impact (Policy SS/6) the development requires provision of community service and facilities, which could include a village hall and therefore facilitate engagement in community activities.</p> <p>Minor beneficial impact (Policy SS/7) as the development would be required by the Northstowe Area Action Plan to provide services, facilities and infrastructure to serve the town as need arises.</p>		
<p>19. Economy</p>	<p>Significant beneficial impact (Policy SS/4) as the allocation is primarily for employment land and will provide a revitalised employment area with good transport links.</p> <p>Significant beneficial impact (Policy SS/5) as the policy strongly supports the sub-objective to protect the shopping hierarchy as it seeks to ensure that new provision for the new settlement is of a scale which is appropriate to a town, thereby minimising impacts on surrounding centres and on Cambridge as the sub-regional centre. The development promotes mixed use therefore co-locating employment provision to meet the needs of the town.</p> <p>Significant beneficial impact (Policy SS/6) as the policy strongly supports the sub-objective to protect the shopping hierarchy as it seeks to ensure that new provision for the new settlement is of a scale which is appropriate to a rural centre, thereby minimising impacts on surrounding centres and on Cambridge as the sub-regional centre. The development promotes</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>mixed use therefore co-locating employment opportunities with dwellings as well as providing for a range of types of employment which will increase its potential to meet the needs of the local workforce.</p> <p>Significant beneficial impact (Policy SS/7) as Northstowe will include a significant amount of employment land highly accessible by rapid high quality public transport to both Cambridge and Huntingdon. The Northstowe Area Action Plan requires the provision of 20 hectares of employment land including for B1, B2 and B8 uses with a concentration of high density uses close to the town centre and stops on the rapid high quality public transport link to Cambridge and Huntingdon.</p> <p>Significant beneficial impact (Policy SS/8) as the policy strongly supports the sub-objective to protect the shopping hierarchy as it seeks to ensure that new provision for the new settlement is of a scale which is appropriate to a village, and is appropriately phased, thereby minimising impacts on surrounding centres including Cambourne village centre. The development also provides for employment land to meet the needs of the local workforce.</p>		
20. Work	<p>Significant beneficial impact (Policy SS/1 and SS/2) as the sites would form part of a development within the urban area of Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs, workers balance. It is located within walking distance of the major employment areas at the Cambridge Science Park and Cambridge Business Park and has public transport and cyclepath access to the rest of Cambridge.</p> <p>Significant beneficial impacts (Policy SS/5) as the development of the site will need to consider its links to the Cambridge Research Park. This should mean that appropriate employment uses are proposed for this site which could increase the range of job opportunities available.</p> <p>Significant beneficial impact (Policy SS/6) as the development proposed is mixed use and will therefore provide employment opportunities, which will be class B1, and potentially other class uses further from residential dwellings thereby providing a mix of employment opportunities. The</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>provision of new shops and services has the potential to provide new local jobs accessible to the dwellings.</p> <p>Significant beneficial impact (Policy SS/7) as access to jobs outside Northstowe will help to ensure its prosperity, employment levels and support the economy of the wider Cambridge area. In addition to local jobs Northstowe will be highly accessible to the wider job market having rapid high quality public transport links to both Cambridge and Huntingdon and from these locations to London and Peterborough. The site also lies close to the A14.</p> <p>Significant beneficial impact (Policy SS/8) as the policy allocates mixed use, and requires that the current level of employment land on the business park is maintained and developed within the allocation.</p>		
21. Investment	<p>Significant beneficial impact (Policies SS/5 and SS/6) as policies encourage the provision of services and facilities and infrastructure to meet the needs of the new community.</p> <p>Significant beneficial impacts (Policy SS/7) as development of this scale will require major utilities investment, but these constraints are capable of mitigation, and the Northstowe Area Action Plan requires the provision of all the infrastructure necessary to support the new town</p> <p>Significant beneficial impacts (Policy SS/8) as it will provide for expansion of the school, and provide land for the expansion of Cambourne Village College if necessary.</p>		
22. Travel	<p>Significant beneficial impact (Policy SS/1) as the site will provide a public transport interchange and is in an accessible location with good public transport. The policy will require a Transport Assessment to be carried out to demonstrate there is adequate highway capacity (including an assessment of cumulative impacts of other allocations in this part of Cambridge).</p> <p>Significant beneficial impact (Policy SS/2) as the site will help to reduce the need to travel and maximise the use of sustainable transport modes so as to achieve a specified modal share of trips by car (40%). High quality public transport will be provided on site (all areas will be within 400m</p>		<p>The Northstowe Area Action Plan requires adequate transport infrastructure is in place to support the development at all stages of its implementation. These measures include road improvements, public transport subsidies and support for a range of non-vehicular modes including cycling.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>easy walk of a high quality bus route) and internal and external footpath and cycle links will be provided.</p> <p>Significant beneficial impacts (Policy SS/4) as the site will be accessible by the guided bus extension, a brand new railway station, cycleways, and the site has very good sustainable transport links.</p> <p>Significant beneficial impact (Policy SS/5) Waterbeach new town will stretch towards railway to east and will deliver a new railway station to increase modal share of travel by means other than the car. Additionally to contribute to this the site will contribute an outer ring of park and rides to intercept traffic entering the city, thereby reducing the distances made by private car.</p> <p>Significant beneficial Impact (Policy SS/6) because the policy provides for a bus link from Cambourne, to Bourne Airfield new village. There is also the potential for incorporating a park and ride, delivery of which would further enhance the sites performance against this objective. The policy also requires the inclusion of a series of measures to promote cycling and walking routes between homes and public transport, and the main services, including schools and employment, thereby providing the opportunities to reduce the reliance on the private car.</p> <p>Significant beneficial impact (Policy SS/7) The development of a new town has the potential to support the use of more sustainable transport choices. Northstowe will have the benefit of rapid high quality public transport links to both Cambridge and Huntingdon and from these locations to London and Peterborough. The need to use the car will be minimised by internalising movements through the provision of local jobs and a high level of services and facilities.</p> <p>Significant beneficial impact (Policy SS/8) The combination of development here and at Bourne Airfield will create a greater potential to secure investment in mitigation measure to address current traffic issues, than would be possible for each site alone. Cambourne West will have a local centre, and development will be 1000m to the village centre at Cambourne, which is walkable for most people. The policy sets out a framework for variable density of housing, and directs higher density</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>housing closer to the village centre thereby reducing the journey distances for a larger proportion of dwellings. The policy contributes to sustainable transport provision through requirements for segregated cycle and pedestrian routes within the development and to West Cambridge, Papworth Everard, Bourn Airfield, Caldecote/ Highfields, Hardwick, Caxton and Bourn. It also requires a Smarter Choices package which will set out residential, school and workplace travel planning.</p>		
<p>23. Trans. Infr.</p>	<p>Significant beneficial impact (Policy SS/2) as planning permission will depend on adequate highway capacity being available and a construction strategy will be required to minimise impacts on traffic flows on the surrounding road network.</p> <p>Significant beneficial (Policy SS/3) as the policy safeguards the airport for longer term development needs beyond 2031.</p> <p>Significant beneficial (Policy SS/4) as the policy requires investment in linkages for pedestrians and cyclists.</p> <p>Significant beneficial (Policy SS/5) as the policy requires investment in road improvements, access to rail, and improvements for non-car modes.</p> <p>Significant beneficial (Policy SS/6) as the policy requires investment in road improvements. The policy requires that cycle and walking routes provided are segregated from traffic thereby ensuring safety for users.</p> <p>Uncertain impacts (Policy SS/7) as local roads including the A14 are under significant existing pressure. Development would increase these pressures and requires mitigation. However, Northstowe would benefit from a very considerable investment in the Cambridgeshire Guided Bus which is already in place. The capacity of the A14 to accommodate additional traffic movements arising from Northstowe is limited. Completion of the development is dependent upon the upgrading of the A14 whose timing is uncertain</p> <p>Significant beneficial (Policy SS/8) as the policy requires investment in road improvements, including a segregated bus route on the A1303, and improvements to access junctions. It also requires segregated cycle and pedestrian routes within the development to promote a safer transport</p>		<p>The Northstowe Area Action Plan requires adequate transport infrastructure is in place to support the development at all stages of its implementation. These measures include road improvements, public transport subsidies and support for a range of non-vehicular modes including cycling.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	network.		

Policies assessed

Policy H/2: Bayer Crop Science Site, Hauxton
 Policy E/7 Fulbourn and Ida Darwin Hospitals
 Policy e/5: Papworth Hospital
 Policy H/3: Papworth Everard West Central
 Policy:H/4 Fen Drayton Former Land Settlement Association Estate
 Policy:H/5 South of A1307 Linton
 Policy SP/9: Imperial War Museum at Duxford
 Policy SP/10: Conservation Area and Green Separation at Long Stanton
 Policy SP/11: Lord’s Bridge Radio Telescope
 (The plan version assessed is that reviewed at the Portfolio Holder’s Meeting on 11th April 2013)

Appraisal scores table

SA Obj	SP/1	SP/2	SP3	SP/4	SP/5	SP/6	SP/7	SP/8	SP/9	SP/10	SP/11
1. Land / soil	+	-	+	+	+	+	+	~	~	~	~
2. Waste	~	~	~	~	~	~	+	~	~	~	~
3. Pollution	?	?/+	+	?	~	~	+	~	?	~	~
4. Prot. Sites	~	?	~	~	?	~	~	~	~	~	~
5. Habitats	+	~	+	+	~	~	+	~	~	~	~
6. Green spaces	~	+	+	~	~	~	~	~	~	~	~
7. Landscape	~	?	+	?	+	+	?	~	~	+	~
8. Heritage	+	?	+	?	?		+	~	+	~	~
9. Places	+	+	+	+	+	+	+	+	~	~	~
10. Climate mitig.	+	+	+	?	+	~	+	~	~	~	~
11. Climate adapt.	~	+	?	?	~	~	+	~	~	~	~
12. Health	~	+	+	+	+	+	+	+	~	~	~
13. Crime	~	~	~	~	~	~	~	~	~	~	~
14. Open space	~	+	+	+	~	~	~	~	~	~	~

Issue:

SA Obj	SP/1	SP/2	SP3	SP/4	SP/5	SP/6	SP/7	SP/8	SP/9	SP/10	SP/11
15. Housing	+	+	?	?	~	+	~	~	~	~	~
16. Inequalities	~	+	~	~	~	~	~	~	~	~	~
17. Services	+	+	+	+	+	+	~	+	~	~	~
18. Community	~	~	~	~	~	+	~	+	~	~	~
19. Economy	~	~	+	~	+	+	~	~	+	~	~
20. Work	+	+	+	+	+	+	~	~	~	~	~
21. Investment	~	~	~	~	~	~	~	~	+	~	~
22. Travel	+	+	+	?	+	+	?	~	~	~	~
23. Trans. Infr.	~	+	~	~	~	~	~	~	~	~	~

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Beneficial impact (Policy SP/1) as the policy will enable completion of a development site, the majority of which has been completed. The site area has been cleared for development.</p> <p>Negative impact (Policy SP/2) as the land is classed as Grade 2 and 3 agricultural land and also has the potential for contamination. This impact on the agricultural land cannot be mitigated in full. However, the proposal should include the provision of allotments.</p> <p>Beneficial impact (Policy SP/3) as the site comprises a vacant intensively developed industrial site and the development will provide an opportunity to remediate a potentially contaminated site. The development will</p>	<p>Mitigation measure: Policy SP/3-SP/6 should include the provision of allotments. The applicant should carry out studies to ascertain the level of contamination before development goes ahead.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>provide an opportunity to redevelop a brownfield site on the edge of Cambridge.</p> <p>Beneficial impact (Policy SP/4) as the policy provides the opportunity to develop a brownfield site.</p> <p>Beneficial impact (Policy SP/5) as the policy provides the opportunity to develop what will be a brownfield site for further healthcare or employment use.</p> <p>Beneficial impact (Policy SP/6) as the policy provides an opportunity to take a comprehensive approach to brownfield sites in the centre of Papworth Everard. The area contains a number of buildings that have reached the end of their life and the policy provides a framework for the redevelopment or re-use of these buildings.</p> <p>Beneficial impact (Policy SP/7) as the policy provides an opportunity to redevelop a brownfield site with a number of redundant buildings.</p>		
2. Waste	Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes.		
3. Pollution	<p>Uncertain impact (Policy SP/1) as the site is adjacent to the A14 which is an AQMA and suffers from noise issues. The parts of the site that are now being considered for residential development were originally allocated for employment land to act as a buffer between the A14 and residential areas. However, the policy and supporting text is very clear that mitigation measures are required that will make the effects of noise and air pollution acceptable.</p> <p>Uncertain / Beneficial impact (Policy SP/2). Beneficial impact as the start and the phasing of the site will be linked to waste water treatment capacity and the capacity of receiving watercourses. Uncertain impact on air and noise as the site is close to the A14, an AQMA. However, the policy requires noise and air quality assessments to be undertaken before development commences and a low emission strategy will be required as will a construction strategy to minimise impacts on residential amenity and the environment.</p>	<p>Mitigation measure: Policy SP/3-SP/6 should require a buffer area to be provided between any site and the AQMA to ensure that the air quality objectives are achieved in residential areas.</p> <p>Mitigation measure: Policy SP/9 should refer to noise mitigation measures that may be required if the information submitted shows an unacceptable increase in noise or nuisance.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Beneficial impact (Policy SP/3) as the site provides an opportunity to remediate potentially contaminated land.</p> <p>Uncertain impact (Policy SP/4) as the site is adjacent to a railway line. However, the policy requires that investigation into noise pollution and vibration is investigated and attenuated as necessary. Land contamination must be investigated and remediated. The site is also in a Groundwater Protection Zone and appropriate measures will be needed to protect the environment. The site is not located within an area that experiences poor quality. However, residential development could lead to an increase in local traffic. It is anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge which is an AQMA.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the reduction of pollution and the sustainable use of resources.</p> <p>Uncertain impact (Policy SP/9) on noise pollution as the policy requires any proposal that would lead to an increase in flying activity to provide information on potential noise pollution. Although noise mitigation measures aren't referred to in the policy, requirements for mitigation measures will be covered by the application of Policy TI/5: Aviation-Related Development Proposals</p>		
4. Prot. Sites	<p>Uncertain impact (Policy SP/2) as whilst the majority of the site comprises arable land considered to be of local ecological value, the site is known to support a number of protected species including badgers, bats, water voles and brown hare. At this stage the main potential issue is the impact that development within the proposed site could have on the local population of badgers. However, the policy addresses mitigation of these issues as a Countryside Enhancement Strategy will be included with the development which will include hedgerow management, new and protected wildlife habitats and new footpaths and cycleways. Developers will be required to retain appropriate existing features of ecological interest.</p> <p>Uncertain impact (Policy SP/5) as Natural England has indicated that the</p>	Mitigation measure: Proposals which come forward under Policy SP/5 should consider impacts from recreation on s on Papworth Wood SSSI and identify mitigation measures.	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	development could lead to increased access to Papworth Wood SSSI which could be damaging. There is a footpath (Reference No.15) which runs through the SSSI. The entire site is in unfavourable declining condition and so any additional access pressure is likely to have adverse impacts		
5. Habitats	<p>Beneficial impact (Policy SP/1) as the policy states that existing features of ecological interest should be retained and new features created.</p> <p>Beneficial impact (Policy SP/3) as the development will retain appropriate existing features of ecological interest and create new features that will enhance the site.</p> <p>Beneficial impact (Policy SP/4) as the site is generally of low ecological sensitivity and developers will be required to undertake ecological surveys and monitoring prior to the commencement of construction and propose a Biodiversity Strategy for the protection and enhancement of biodiversity that establishes which areas will be protected and enhanced, and appropriate mitigation measures.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the provision of habitat enhancement measures.</p>		
6. Green spaces	<p>Beneficial impact (Policy SP/2) as a Countryside Enhancement Strategy will be included with the development which will include hedgerow management, new and protected wildlife habitats and new footpaths and cycleways.</p> <p>Beneficial impact (Policy SP/3) as the development will create riverside informal space linking between the proposed Trumpington Meadows Country Park and Hauxton Village which will retain appropriate existing features of ecological interest.</p>		
7. Landscape	Uncertain impact (Policy SP/2) as the Green Belt has been revised to provide for this development. However, separation between Girton, Histon and Impington villages will be maintained and this impact cannot be further mitigated as the land has already been released from the Green Belt. In addition, the policy states that a landscape strategy must be	Mitigation measure: Policy SP/7 should recognise that the site is within the countryside and should specify that development should be sympathetic to the location of the site and respect its countryside setting.	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>prepared and include appropriate edge treatments that respect the Green Belt. A Countryside Enhancement Strategy will also be included with the development which will include hedgerow management, new and protected wildlife habitats and new footpaths and cycleways.</p> <p>Beneficial impact (Policy SP/3) as the development should secure a reduced visual impact on the openness of the Cambridge Green Belt.</p> <p>Uncertain impact (Policy SP/4) as the site is within Green Belt. However, the site provides the opportunity to remove buildings from the Western part of the site and the creation of a green wedge on the western part of the Ida Darwin site that will provide a compensatory enhancement to the openness of the Green Belt in this location and enhanced public access to the countryside. Residential development will be designed and landscaped to minimise impact on the Green Belt.</p> <p>Beneficial impact (Policy SP/5 and SP/6) as the sites are within the village framework. SP/6 creates an opportunity for continued invigoration of the village centre through the redevelopment or reuse of redundant buildings and brownfield sites</p> <p>Uncertain impact (Policy SP/7) as the site lies in the countryside, normally an area of development constraint. However, the policy will allow the estate to develop as a model of sustainable living. The policy will also limit development to the current footprint of the area which will ensure minimal impact on the character of the area.</p> <p>Beneficial impact (Policy SP/10) as the policy will ensure that the area between Longstanton and Northstowe will remain as part of a green separation area, maintaining and enhancing landscape character.</p>		
8. Heritage	<p>Beneficial impact (Policy SP/1 and SP/2) as the policy will seek protection of Arbury Camp.</p> <p>Uncertain impact (Policy SP/3-SP/6) as the site lies in an area of high archaeological potential. Cropmarks indicate the location of probably late prehistoric or Roman settlement in the area.</p> <p>Beneficial impact (Policy SP/3) as the development will need to find uses for the Listed Buildings at the Hauxton Mill complex and this will keep</p>	<p>Mitigation measure (Policy SP/3 – SP/6): Environmental Impact Assessment should include assessment of the potential impact of development on archaeology and appropriate mitigation strategies included to ensure the preservation of archaeological remains by record or in situ as appropriate.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>heritage assets in use.</p> <p>Uncertain impact (Policy SP/4) as the Fulbourn Hospital site is in a Conservation Area protecting the former asylum buildings. This area includes the important parkland setting. However, the supporting text to the policy is clear that any additional development will need to consider the historic pattern of development and the parkland development. The Ida Darwin site is also located immediately to the south of a Roman settlement considered to be of national importance and subject to statutory protection. However, the supporting text of the policy is clear that this will require appropriate investigation.</p> <p>Uncertain impact (Policy SP/5) as the site is a Conservation Area and could affect the setting of Papworth Hall and other buildings of local importance. However, the policy is very clear in the protection measures that it expects to be put in place.</p> <p>Beneficial impact (Policy SP/7) as the policy will limit development to the current footprint of the area which will ensure minimal impact on the character of the area.</p> <p>Beneficial impact (Policy SP/9) on heritage as the policy will enable the Duxford Air Museum (a centre of European Aviation History) to grow and develop in the future in a way that is complimentary to the character of the site.</p>		
9. Places	<p>Beneficial impact (Policy SP/1 and SP/2) as the development will enable an important gateway building to be developed for those entering Cambridge from the North. The policy also states that high standards of design should be applied on the site.</p> <p>Beneficial impact (Policy SP/3-SP/6) as the policy makes it clear that the development must integrate effectively with the wider area and outline design codes for each phase. A Countryside Enhancement Strategy will also be included with the development.</p> <p>Beneficial impact (Policy SP/3) as the development should secure a reduced visual impact on the openness of the Cambridge Green Belt and improve a major approach into Cambridge. The policy requires a sensitive</p>	<p>Enhancement measure (Policy SP/3) recognition could be given in the supporting text of the relationship between the site and existing housing around St Edmund’s Church.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>design. One issue that has been raised in previous assessments is the relationship of the site and the adjacent housing around St Edmund’s Church. A balance needs to be struck between mitigating the edge effects of the site on the existing village with the need to integrate it into its fabric.</p> <p>Beneficial impact (Policy SP/4) as the site provides the opportunity to remove buildings from the Western part of the site and the creation of a green wedge on the western part of the Ida Darwin site that will provide a compensatory enhancement to the openness of the Green Belt in this location and enhanced public access to the countryside.</p> <p>Beneficial impact (Policy SP/5) as the policy aims to preserve the buildings that make the site special and contribute to the setting of the village.</p> <p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development should be well related to and respect the character of Papworth Everard Village Centre and should provide a good mix of housing, community uses and employment.</p> <p>Beneficial impact (Policy SP/7) as the policy will limit development to the current footprint of the area which will ensure minimal impact on the character of the area. The current site is somewhat untidy in nature and the development will help address this. Development and design principles are outlined in the Fen Drayton Former Land Settlement Association Estate SPD.</p> <p>Beneficial impact (Policy SP/8) as preventing development in this location will prevent further properties being developed in an area that is cut off from the rest of Linton and its services and facilities.</p>		
10. Climate mitig.	<p>Beneficial impact (Policy SP/1 and SP/2) as the site will provide a public transport interchange and is in an accessible location with good public transport. If this results in reduced car use this will be positive.</p> <p>Beneficial impact (Policy SP/3-SP/6) as the site will help to reduce the need to travel and maximise the use of sustainable transport modes so as to achieve a specified modal share of tripe by car (40%). If this results in reduced car use this will be positive.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Beneficial impact (Policy SP/3) as the site will provide high quality bus services and cycle links. If this results in reduced car use this will be positive.</p> <p>Uncertain impact (Policy SP/4) as although the site is in one of the closer Rural Centres to Cambridge and offers the potential for sustainable travel by both bus and cycle, it is likely to still have a relatively high modal share for the private car unless journey times into the city by public transport can be reduced.</p> <p>Beneficial impact (Policy SP/5) as the policy will aim to replace healthcare jobs, thus reducing out commuting from the village.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the provision of low carbon energy and energy efficient buildings.</p>		
11. Climate adapt.	<p>Beneficial impact (Policy SP/3-SP/6) as surface water drainage will be managed through a sustainable drainage system which will prevent high run off rates and potential flood issues. All flood mitigation measures will make allowance for forecast effects of climate change and will take into account effects on the wider catchment.</p> <p>Uncertain impact (Policy SP/3) as part of the site lies within the medium risk flood zone. However, the policy requires appropriate mitigation measures and it is assumed that these will be effective in reducing the flood risk.</p> <p>Uncertain impact (Policy SP/4) as the site is in Flood Zone 1 but is known to have a high water table. However, this will need to be considered in the site specific Flood Risk Assessment.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the provision of sustainable drainage and reduced water consumption.</p>		
12. Health	Beneficial impact (Policy SP/3-SP/6 and Policy SP/3) as the proposal will		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>be linked to improved countryside access to provide for informal recreation.</p> <p>Beneficial impact (Policy SP/4) as the site will provide improved mental health facilities and the site will provide a green wedge on the western part of the Ida Darwin site that will provide enhanced public access to the countryside.</p> <p>Beneficial impact (Policy SP/5) as the Papworth Hospital site will be redeveloped based on a sequential approach to finding replacement uses beginning with healthcare. If a suitable healthcare use has not been found after 2 years of marketing other uses will be considered.</p> <p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development should be well related to and respect the character of Papworth Everard Village Centre and should provide a good mix of housing, community uses and employment. This will be positive for the wellbeing of the community and individuals.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the design of buildings that promote health and well-being.</p> <p>Beneficial impact (Policy SP/8) as preventing development in this location will prevent further properties being developed in an area that cannot safely access services and facilities in the centre of the village.</p>		
14. Open space	<p>Beneficial impact (Policy SP/3-SP/6) as the site will provide enhanced open space to include enhanced nature conservation value and will enable quiet enjoyment of the natural environment.</p> <p>Beneficial impact (Policy SP/3) as the development will create riverside informal space linking between the proposed Trumpington Meadows Country Park and Hauxton Village.</p> <p>Beneficial impact (Policy SP/4) as the site will provide a green wedge on the western part of the Ida Darwin site that will provide enhanced public access to the countryside.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
15. Housing	<p>Beneficial impact (Policy SP/1 and SP/2) as the site could deliver additional housing in a sustainable location (subject to various assessments).</p> <p>Beneficial impact (Policy SP/3-SP/6) as the site could provide a sustainable housing led urban extension of Cambridge and will help to meet the high level of housing need in the District. Affordable housing will be included on the site as will housing for all sectors of society including those with disabilities.</p> <p>Uncertain impact (Policy SP/3) as the site could provide a sustainable high density residential led mixed use development.</p> <p>Uncertain impact (Policy SP/4) as the site will provide residential development.</p> <p>Beneficial impact (Policy SP/6) as the site will provide housing within Papworth Everard Village Centre which will help to reinvigorate the centre.</p>	SP/3	
16. Inequalities	<p>Beneficial impact (Policy SP/3-SP/6) as the site will provide housing for all sectors of society including those with disabilities.</p>		
17. Services	<p>Beneficial impact (Policy SP/1 and SP/2) as the site is accessible to a large number of services including a Local Centre at Orchard Park. An expansion of the local Primary School may be needed and this would be dealt with by a planning application.</p> <p>Beneficial impact (Policy SP/3-SP/6) as the site will provide for appropriate levels and types of services including a new secondary school. Provision will be through innovative means.</p> <p>Beneficial impact (Policy SP/3) as the site will provide community facilities in an area that is deficient.</p> <p>Beneficial impact (Policy SP/4) although the scale of development would not provide opportunities for any significant new services and facilities other than open space to serve the development, the site has reasonable accessibility on foot to local services and facilities being around 15</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>minutes away.</p> <p>Beneficial impact (Policy SP/5) as the policy makes it clear that any scheme must maintain the vitality of Papworth Everard village including the housing and employment balance.</p> <p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development should provide a good mix of housing, community uses and employment. There has been a significant amount of residential development in Papworth Everard in recent years and this site will help to provide much needed community facilities.</p> <p>Beneficial impact (Policy SP/8) as preventing development in this location will prevent further properties being developed in an area that is cut off from the rest of Linton and its services and facilities.</p>		
18. Community	<p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development should provide a good mix of housing, community uses and employment and be aimed at the continued invigoration of the community.</p> <p>Beneficial impact (Policy SP/8) as preventing development in this location will prevent further properties being developed in an area that is cut off from the rest of the community in Linton.</p>		
19. Economy	<p>Beneficial impact (Policy SP/3) as the site will provide B1 business uses.</p> <p>Beneficial impact (Policy SP/5) as the Papworth Hospital site will be either redeveloped for healthcare or for other B1 business use. This is consistent of the policy to make the main focus of jobs growth in and around Cambridge and to maintain the employment balance in the village as the current hospital provides over 1000 jobs.</p> <p>Beneficial impact (Policy SP/6) as there has been a significant amount of residential development in Papworth Everard in recent years and this site will help rebalance that towards employment.</p> <p>Beneficial impact (Policy SP/9) as the policy will enable the Duxford Air Museum to grow and develop in the future in a way that is complimentary to the character of the site. The museum is a major tourist and visitor attraction and has national significance.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
20. Work	<p>Beneficial impact (Policy SP/1 and SP/2) as the site would form part of a development within the urban area of Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs, workers balance. It is located within walking distance of the major employment areas at the Cambridge Science Park and Cambridge Business Park and has public transport and cyclepath access to the rest of Cambridge.</p> <p>Beneficial impact (Policy SP/3-SP/6) as the site would form an urban extension to Cambridge and would have good access to a wide variety of employment opportunities.</p> <p>Beneficial impact (Policy SP/3) as the site will provide B1 employment uses and would also be close to other employment opportunities in Cambridge.</p> <p>Beneficial impact (Policy SP/4) as the site is near to significant concentration of employment development on the east of Cambridge</p> <p>Beneficial impact (Policy SP/5) as the Papworth Hospital site will be either redeveloped for healthcare or for other B1 business use. This will help to maintain employment in this area of the District and the policy makes it clear that any scheme must maintain the vitality of Papworth Everard village including the housing and employment balance.</p> <p>Beneficial impact (Policy SP/6) as there has been a significant amount of residential development in Papworth Everard in recent years and this site will help rebalance that towards employment.</p>		
21. Investment	<p>Beneficial impact (Policy SP/9) as the policy will enable the Duxford Air Museum to invest in the future in a way that is complimentary to the character of the site. The museum is a major tourist and visitor attraction and has national significance.</p>		
22. Travel	<p>Beneficial impact (Policy SP/1) as the site will provide a public transport interchange and is in an accessible location with good public transport. The policy will require a Transport Assessment to be carried out to</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>demonstrate there is adequate highway capacity (including an assessment of cumulative impacts of other allocations in this part of Cambridge).</p> <p>Beneficial impact (Policy SP/2) as the site will help to reduce the need to travel and maximise the use of sustainable transport modes so as to achieve a specified modal share of trips by car (40%). High quality public transport will be provided on site (all areas will be within 400m easy walk of a high quality bus route) and internal and external footpath and cycle links will be provided.</p> <p>Beneficial impact (Policy SP/3) as the site will provide high quality bus services and cycle links to Cambridge along the A10 corridor (including long term financial support if necessary) and walking and cycling links to Trumpington Meadows, the Trumpington Park and Ride and the village of Hauxton.</p> <p>Uncertain impact (Policy SP/4) as Fulbourn is currently served by the Citi 1 bus service, which runs at a frequency of 3 buses per hour. This takes 45 mins to reach the city centre from the bus stop outside the hospital. Fulbourn has an off-road cycleway that runs to the edge of Cambridge. Fulbourn is one of the closer Rural Centres to Cambridge and offers the potential for sustainable travel by both bus and cycle, but is likely to still have a relatively high modal share for the private car unless journey times into the city by public transport can be reduced.</p> <p>Beneficial impact (Policy SP/5 and SP/6) as the policies will aim to replace healthcare jobs, thus reducing out commuting from the village.</p> <p>Uncertain impact (Policy SP/7) the former LSA estate is not one of the most sustainable locations within the district. However, existing public transport from Fen Drayton provides some access to services and facilities located in Cambridge, St Ives and Bar Hill (including an hourly service to Cambridge). The Guided Busway will provide a frequent public transport service between Huntingdon and Cambridge. However, the nearest stop is approximately 1.5 km from the closest existing residents within the policy area. Measures to restrict car use, such as restrictions on parking or the number of trips, would not be reasonable in this location. However, the SPD sets out how measures such as car clubs should be used to encourage</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	modal switch.		
23. Trans. Infr.	Beneficial impact (Policy SP/2) as planning permission will depend on adequate highway capacity being available and a construction strategy will be required to minimise impacts on traffic flows on the surrounding road network.		

Chapter 4: Climate Change

Policies assessed

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 CC/4: Sustainable Design and Construction
 Policy CC/5: Sustainable Show Homes
 Policy CC/6: Construction Methods
 Policy CC/7: Water Quality
 Policy CC/8: Sustainable Drainage Systems
 Policy CC/9: Managing Flood Risk

Appraisal scores table

SA Obj	CC/1	CC/2	CC/3	CC/4	CC/5	CC/6	CC/7	CC/8	CC/9
1. Land / soil	~	~	~	~	~	+	~	~	~
2. Waste	+	+	~	~	~	+++	~	~	~
3. Pollution	+	+	~	~	?	+	+++	+	~
4. Prot. Sites	~	+	~	~	~	~	~	~	~
5. Habitats	+	+	~	~	~	~	+	+	~
6. Green spaces	~	~	~	~	~	~	~	+	~
7. Landscape	~	+/?	?	~	~	+	~	+	~

Issue:

SA Obj	CC/1	CC/2	CC/3	CC/4	CC/5	CC/6	CC/7	CC/8	CC/9
8. Heritage	~	+	?	~	~	~	~	~	~
9. Places	~	~	?	~	~	~	~	~	~
10. Climate mitig.	+++	+++	+++	~	+	~	~	~	~
11. Climate adapt.	+++	~	~	+++	+	~	+	+	+++
12. Health	+	+	~	~	~	+	+	+	+
13. Crime	~	~	~	~	~	~	~	~	~
14. Open space	~	~	~	~	~	~	~	+	~
15. Housing	~	~	~	~	~	~	~	~	~
16. Inequalities	~	~	~	~	~	~	~	~	~
17. Services	~	~	~	~	~	~	~	~	~
18. Community	~	+	~	~	~	~	~	~	~
19. Economy	~	~	~	~	~	~	~	~	~
20. Work	~	~	~	~	~	~	~	~	~
21. Investment	~	+	+	~	~	~	~	~	~
22. Travel	+	~	~	~	~	~	~	~	~
23. Trans. Infr.	~	~	~	~	~	+	~	~	~

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	Beneficial impact (Policy CC/6) on soil through requiring careful		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	management of materials on site (including soil).		
2. Waste	<p>Beneficial impact (Policy CC/1) on minimising waste production through requirements (in supporting text) to reduce waste and increase recycling.</p> <p>Beneficial impact (Policy CC/2) on waste as some Combined Heat and Power (CHP) technologies can re-use waste. The significance of this impact is uncertain as it depends on implementation.</p> <p>Significant beneficial impact (Policy CC/6) on waste through requiring construction sites to reduce waste produced and maximise re-use / recycling.</p>		
3. Pollution	<p>Beneficial impact (Policy CC/1) on improving air quality through requirements (in supporting text) to reduce car use and encourage use of alternative modes.</p> <p>Beneficial impact (Policy CC/2) on improving air quality through ensuring low carbon energy generation does not have unacceptable impacts on emissions (some technologies, especially those utilising biomass can have negative air quality impacts).</p> <p>Uncertain impact (Policy CC/5) on improving air quality. Options could include very low NOx boilers but this is not mentioned in the supporting text.</p> <p>Beneficial impact (Policy CC/6) on pollution through requiring constructors to avoid noise, smells and dust. This impact is temporary during the construction phase.</p> <p>Significant beneficial impact (Policy CC/7) on pollution through ensuring that adequate sewerage capacity is available, thus reducing the risk of pollution to controlled waters. Impacts on water quality are likely to be significant and positive.</p> <p>Beneficial impact (Policy CC/8) on pollution through ensuring that appropriate pollution control measures are incorporated in development proposals.</p>	Mitigation measure: The supporting text to Policy CC/5 could also mention low NOx boilers.	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
4. Prot. Sites	Beneficial impact (Policy CC/2) on protected sites through ensuring low carbon energy generation does not have unacceptable impacts on natural assets.		
5. Habitats	<p>Beneficial impact (Policy CC/1) on habitats and species through requirements (in supporting text) to create a better linked habitat network.</p> <p>Beneficial impact (Policy CC/2) on habitats and species through ensuring low carbon energy generation does not have unacceptable impacts on natural assets.</p> <p>Beneficial impact (Policy CC/7) on habitats and species. This will be an indirect impact through reductions in water pollution and reductions in likely low flow episodes.</p> <p>Beneficial impact (Policy CC/8) on habitats and species through encouragement of sustainable drainage systems that enhance biodiversity and biodiversity corridors.</p>		
6. Green spaces	Beneficial impact (Policy CC/8) on green spaces through encouragement of sustainable drainage systems that contribute to a network of green spaces.		
7. Landscape	<p>Beneficial / uncertain impact (Policy CC/2) on landscape through ensuring low carbon energy generation does not have unacceptable impacts on the landscape. The optional 2km separation distance for wind farms could apply a greater level of protection to residential amenity and the built environment, but it could also rule out larger areas of the district from being suitable for wind farms and impact on the ability to achieve the highest levels of renewable energy.</p> <p>Uncertain impact (Policy CC/3) on landscape as large numbers of solar panels could affect local landscape and townscape character and this is not recognised in the policy.</p> <p>Beneficial impact (Policy CC/6) on landscape through ensuring that spoil management takes into account landscape character.</p>	Mitigation measure: Policy CC/3 could be amended to ensure that considerations of landscape, townscape character and heritage are taken into account. Alternatively a cross reference could be made to relevant policies in Chapter 8.	Policies in Chapter 8 would be applied to developments which could have impacts on landscape, townscape character and heritage. This is considered sufficient to meet the mitigation measure.

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	Beneficial impact (Policy CC/8) on green spaces through encouragement of sustainable drainage systems that contribute to a network of green spaces and create amenity. This will improve the small scale landscape impacts of development.		
8. Heritage	Beneficial impact (Policy CC/2) on heritage through ensuring low carbon energy generation does not have unacceptable impacts on heritage assets and their settings. Uncertain impact (Policy CC/3) on heritage as large numbers of solar panels could affect townscape character and this is not recognised in the policy.	Mitigation measure: Policy CC/3 could be amended to ensure that considerations of landscape, townscape character and heritage are taken into account. Alternatively a cross reference could be made to relevant policies in Chapter 8.	
9. Places	Uncertain impact (Policy CC/3) on places as large numbers of solar panels could affect townscape character and this is not recognised in the policy.	Mitigation measure: Policy CC/3 could be amended to ensure that considerations of landscape, townscape character and heritage are taken into account. Alternatively a cross reference could be made to relevant policies in Chapter 8.	
10. Climate mitig.	Significant beneficial impact (Policy CC/1) on climate change through requiring that development embed the principles of climate change mitigation and adaptation. Significant beneficial impact (Policy CC/2) on climate change through enabling low carbon energy development and through ensuring that the development can be effectively linked to national energy infrastructure. Potential for significant beneficial impact (Policy CC/3) on climate change through requiring new development to meet targets to reduce emissions through the generation of low carbon energy. The evidence base suggests that going beyond 10% would require technologies in addition to solar water heating, and could cause issues regarding viability, which could impact on the delivery of housing objective. Beneficial impact (Policy CC/5) on climate change through promotion of sustainable options including renewable technologies, energy efficient white goods and improved u-value windows.	Point of clarification: Second paragraph of the policy. For non-residential development this refers only to regulated emissions – it is made clear in the supporting text but might be clearer if this is stated in the policy.	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
11. Climate adapt.	<p>Significant beneficial impact (Policy CC/1) on climate change adaptation through requiring that development embed the principles of climate change mitigation and adaptation.</p> <p>Significant beneficial impact (Policy CC/4) on water use and climate change adaptation through the promotion of CfSH and BREEAM levels to reduce water use. Standards suggested will be particularly positive given the fact that South Cambridgeshire is an area of serious water stress.</p> <p>Beneficial impact (Policy CC/5) on water use through promotion of sustainable options including rainwater harvesting, water efficient white goods and fittings.</p> <p>Beneficial impact (Policy CC/7) on water use and drainage through requiring the use of sustainable drainage systems.</p> <p>Beneficial impact (Policy CC/8) on water use and drainage through maximising use of sustainable and low land take drainage systems and through encouraging technologies such as water butts and rain water recycling which will help save water.</p> <p>Significant beneficial impact (Policy CC/9) on minimising flooding through requiring that development minimises and manages flood risk (both to their own site and elsewhere).</p>		
12. Health	<p>Beneficial impact (Policy CC/1) on health and well-being through requirements (in supporting text) to create a better linked habitat network and the promotion of cycling and walking..</p> <p>Beneficial impact (Policy CC/2) on health and well-being through ensuring low carbon energy generation does not have unacceptable impacts on nearby residents.</p> <p>Neutral impact on health (Policy CC/4)</p> <p>Beneficial impact (Policy CC/6) on health and well-being through requiring constructors to avoid noise, smells, dust and other impacts on neighbours. This impact is temporary during the construction phase.</p> <p>Beneficial impact (Policy CC/7) on health and well-being through</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>ensuring that adequate sewerage capacity is available, thus reducing the risk of pollution to controlled waters (and therefore, health risks of pollution).</p> <p>Beneficial impact (Policy CC/8) on health and well-being through using sustainable drainage systems to create amenity (and therefore, well-being).</p> <p>Beneficial impact (Policy CC/9) on health and well-being through reducing the risk of flooding and the health, well-being and safety issues it can cause.</p>		
14. Open space	Beneficial impact (Policy CC/8) on open space through encouragement of sustainable drainage systems that contribute to a network of green spaces and create amenity.		
15. Housing			
18. Community	Beneficial impact (Policy CC/2) on community through ensuring that developers effectively engage with the local community.		
21. Investment	<p>Beneficial impact (Policy CC/2) on investment through facilitating investment in low carbon technologies. Supporting renewable energy also relates to the clean-tech sector, a developing cluster in the area.</p> <p>Beneficial impact (Policy CC/3) on investment through facilitating investment in low carbon technologies.</p>		
22. Travel	Beneficial impact (Policy CC/1) on sustainable travel through requirements (in supporting text) to promote sustainable forms of travel.		
23. Trans. Infr.	Beneficial impact (Policy CC/6) on the transport network through encouraging the safe and responsible routing of construction traffic. This impact is temporary during the construction phase.		

Issue:

Chapter 5: Delivering High Quality Places

Policies assessed

Policy HQ/1: Design Principles

Policy HQ/2: Public Art and New Development

Appraisal scores table

SA Obj	HQ/1	HQ/2
1. Land / soil	~	~
2. Waste	+++	~
3. Pollution	+	~
4. Prot. Sites	+	~
5. Habitats	+++	~
6. Green spaces	+++	~
7. Landscape	+++	~
8. Heritage	+++	~
9. Places	+++	+
10. Climate	+++	~

Issue:

SA Obj	HQ/1	HQ/2
mitig.		
11. Climate adapt.	+++	~
12. Health	+	~
13. Crime	+++	~
14. Open space	+	~
15. Housing	+	~
16. Inequalities	+++	~
17. Services	+	~
18. Community	~	+
19. Economy	~	~
20. Work	~	~
21. Investment	~	~
22. Travel	+	~
23. Trans. Infr.	~	~

Issue:

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land	Neutral impacts (Policy HQ/1) on this SA objective as the policy does not propose any land for development not direct where development should go.		
2. Waste	Significant beneficial impacts (Policy HQ/1) on household waste recycling through ensuring the provision of integrated, adequate facilities for waste management, recycling and collection within development, making recycling as convenient as possible for residents and businesses Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
3. Pollution	Beneficial impact (Policy HQ/1) on reducing pollution through requiring protection of the health and amenity of occupiers. Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
4. Prot sites	Minor beneficial impacts (Policy HQ/1) as the policy requires development to conserve or enhance natural assets of the site and also by requiring high quality landscaping that provides opportunities for biodiversity. But this is likely to have a minor positive impact on protected sites and protected species Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
5. Habitats	Significant beneficial impacts (Policy HQ/1) as the policy requires development to conserve or enhance natural assets of the site and also by requiring high quality landscaping that provides opportunities for biodiversity. Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
6. Green spaces	Significant beneficial impact (Policy HQ/1) on improving access to green spaces through requiring high quality landscaping that provides opportunity for biodiversity. Neutral impacts (Policy HQ/2) on this SA objective as the policy only	Enhancement measure: Policy HQ/1 would be enhanced if it required developers to provide opportunity for biodiversity in a way that helps meet BAP targets.	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	addresses public art provision.		
7. Landscape	<p>Significant beneficial impact (Policy HQ/1) on landscape and townscape local distinctiveness through requiring good design which enhances the character of local areas and requires high quality landscaping</p> <p>Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.</p>		
8. Heritage	<p>Significant beneficial impact (Policy HQ/1) on heritage through requiring good design which enhances natural and historic assets.</p> <p>Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.</p>		
9. Places	<p>Significant beneficial impact (Policy HQ/1) on standards of good design by setting out design criteria that development has to meet and.</p> <p>Beneficial impact (HQ/2) on creation of good place through encouraging public art as a means of enhancing the quality of development proposals</p>		
10. Climate mitig.	<p>Significant beneficial impact (Policy HQ/1) on minimising climate change through requiring development to mitigate the impacts of climate change through development design, such as location, form, orientation and the materials used</p> <p>Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.</p>		
11. Climate adapt.	<p>Significant beneficial impact (Policy HQ/1) on reducing vulnerability to climate change through requiring development to adapt to the impacts of climate change including through provision of sustainable drainage.</p> <p>Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.</p>		
12. Health	<p>Beneficial impact (Policy HQ/1) on health and well-being through providing opportunities for recreation and reducing amenity impact of new development.</p> <p>Neutral impacts (Policy HQ/2) on this SA objective as the policy only</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	addresses public art provision.		
13. Crime	Significant beneficial impact (Policy HQ/1) on reducing crime and fear of through encouraging development that designs out crime.		
14. Open space	Beneficial impact (Policy HQ/1) on open space through requiring high quality public spaces. Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
15. Housing	Minor beneficial impacts (Policy HQ/1) on the provision of decent homes, and provision of access to buildings including for those with limited mobility or other impairment and flexible developments to allow for future changes in needs and lifestyles, both of which will help provide homes for the ageing population Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
16. Inequalities	Significant beneficial impact (Policy HQ/1) on inequalities through improving access to buildings including for those with limited mobility or other impairment and ensuring flexible developments to allow for future changes in needs and lifestyles It also requires design of facilities to encourage inclusive communities Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
17. Services	Beneficial impact (Policy HQ/1) on accessibility of services through promoting development that enhances access to existing and proposed services as part of good design. Neutral impacts (Policy HQ/2) on this SA objective as the policy only addresses public art provision.		
22. Travel	Beneficial impact (Policy HQ/1) on sustainable transport through a focus on delivering opportunities for modal shift. Neutral impacts (Policy HQ/2) on this SA objective as the policy only		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	addresses public art provision.		

Chapter 6: Protecting and Enhancing the Natural and Historic Environment

Policies assessed

Policy NH/1 Conservation Area and Green Separation at Longstanton (previously SP/10)

Policy NH/2 Protecting and enhancing Landscape Character

Policy NH/3 Protecting Agricultural Land

Policy NH/4 Biodiversity

Policy NH/5 Sites of Biodiversity or Geological Importance

Policy NH/6 Green Infrastructure

Policy NH/7 Ancient woodlands and veteran trees

Policy NH/8 Mitigating the Impact of Development in and adjoining the Green Belt

Policy NH/9 Redevelopment of previously developed sites and infilling in the Green Belt

Policy NH/10 Recreation in the Green Belt

Policy NH/11 Protected Village Amenity Areas

Policy NH/12 Local Green Space

Policy NH/13 Important Countryside Frontage

Policy NH/14 Heritage Assets

Policy NH/15 Heritage asset and adapting to climate change

Appraisal scores table

Please note that where policies are found to have a neutral impact the assessment is taken no further. Shading is provided to assist readers in identifying impacts that have been analysed further in Section 5.3.

SA Obj	SP/10 (NH/1)	NH/2	NH/3	NH/4	NH/5	NH/6	NH/7	NH/8	NH/9	NH/10	NH/11	NH/12	NH/13	NH/14	NH/15
1. Land / soil	~	~	+++	~	~	?	~	~	~	~	~	~	~	~	~
2. Waste	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
3. Pollution	~	~	~	+	+	~	~	~	~	~	~	~	~	~	~
4. Prot. Sites	~	+	~	+++	+++	+++	+++	~	~	~	~	~	~	~	~
5. Habitats	~	+	+	+++	+++	+++	+++	+	+	+	~	~	~	~	~
6. Green spaces	~	~	~	+	+	+++	+	~	~	~	~	~	~	~	~
7. Landscape	+	+++	+	+	+	+	+	+++	+++	+++	+++	+	+	+	~
8. Heritage	~	+	~	+	+	~	~	+++	~	~	~	~	~	+++	+++
9. Places	~	+	~	+	~	~	+	+	+	+	+	+	+	+	~
10. Climate mitig.	~	~	~	~	~	~	~	~	~	~	~	~	~	~	+
11. Climate adapt.	~	~	~	+	+	+++	+	~	~	~	~	~	~	~	+++
12. Health	~	+	~	+	~	+	+	~	~	~	+	+	+	~	~
13. Crime	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
14. Open	~	~	~	~	~	+	~	~	~	~	+	+	+	~	~

Issue:

SA Obj	SP/10 (NH/1)	NH/2	NH/3	NH/4	NH/5	NH/6	NH/7	NH/8	NH/9	NH/10	NH/11	NH/12	NH/13	NH/14	NH/15
space															
15. Housing	~	~	~	~	~	~	~	~	~	+	~	~	~	~	~
16. Inequalities	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
17. Services	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
18. Community	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
19. Economy	~	~	~	~	~	+	~	~	~	~	~	~	~	~	~
20. Work	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
21. Investment	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
22. Travel	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
23. Trans. Infr.	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Significant beneficial impact (Policy NH/3) on agricultural land and soil. By giving protection to the best quality agricultural land the policy will ensure that the effect of development on these issues is considered. The extent of this protection will vary from site to site as other sustainability considerations need to be taken into account.</p> <p>Uncertain impact (Policy NH/6) on agricultural land and soil as the impact depends on whether Green Infrastructure projects require the loss of agricultural land. However, these considerations are covered by Policy</p>	<p>Mitigation measure: The supporting text to NH/3 could make reference to the potential loss of agricultural land and refer readers to Policy NH/3.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	NH/3.		
3. Pollution	Beneficial impact (Policy NH/4 and NH/5) on enhancing the quality of the water environment, if ecological enhancements and protection of designated sites include protection / improvements to the water environment.		
4. Prot. Sites	<p>Beneficial impact (Policy NH/2) on protected sites. This will be an indirect effect. If development respects landscape character it is more likely to respect biodiversity as well.</p> <p>Significant beneficial impact (Policy NH/4 and NH/5) on protected sites. The policies set out protection for protected sites and also priority habitats many of which are protected sites.</p> <p>Significant beneficial impact (Policy NH/6) on protected sites. This will be an indirect effect. The policies are likely to result in continued / better linkages between habitats (many of which are protected) and could be used to create corridors for protected species, such as foraging and commuting corridors for Barbastelle bats</p> <p>Significant beneficial impact (Policy NH/7) on protected species, such as bats which may roost in Ancient woodland and individual Veteran Trees and the protection of Ancient Woodland which may be designated, as being of international, national or local importance.</p>		
5. Habitats	<p>Beneficial impact (Policy NH/2) on habitats and species. This will be an indirect effect. If development respects landscape character it is more likely to respect biodiversity as well.</p> <p>Beneficial impact (Policy NH/3) on habitats and species as the consideration of protecting agricultural land (a lot of which provides valuable habitat) will be strengthened. The policy also requires particular consideration of the effects of farm diversification on priority species and habitats. The extent of this protection will vary from site to site as other sustainability considerations need to be taken into account.</p> <p>Significant beneficial impact (Policy NH/4 and NH/5) on habitats and species as the policies set out protection for protected sites and priority</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>habitats and species. The reference to BAP targets in Policy NH/3 is particularly positive.</p> <p>Potential significant beneficial impact (Policy NH/6) on habitats and species. This will be an indirect effect. The policy is likely to result in continued / better linkages between habitats.</p> <p>Potential significant beneficial impact (Policy NH/7) on habitats and species through the protection of Ancient Woodlands which are particularly valuable for biodiversity.</p> <p>Beneficial impact (Policy NH/8, NH/9 and NH/10) on habitats and species through the protection of the Green Belt and the requirement in Policy NH/7 to provide and maintain landscaping and planting.</p>		
6. Green spaces	<p>Beneficial impact (Policy NH/4 and NH/5) on access to green spaces as the policies will encourage protection / creation of habitats and networks.</p> <p>Significant beneficial impact (Policy NH/6) on access to green spaces as the policies aim to conserve and enhance the green infrastructure (green spaces) in the District, providing a strategic network.</p> <p>Beneficial impact (Policy NH/7) on access to green spaces through the protection of Ancient Woodlands which provide valuable green spaces throughout the District.</p>		
7. Landscape	<p>Beneficial impact (Policy NH/1) as the policy will ensure that the area between Longstanton and Northstowe will remain as part of a green separation area, maintaining and enhancing landscape character. Impact is minor as it is very localised.</p> <p>Significant beneficial impact (Policy NH/2) on landscape through requirements to respect and enhance character areas. The supporting text adds more detail to this and references SPD that must be referred to.</p> <p>Beneficial impact (Policy NH/3) on landscape as enhancing the consideration of protecting agricultural land will also assist in protecting landscape. The extent of this protection will vary from site to site as other sustainability considerations need to be taken into account.</p> <p>Beneficial impact (Policy NH/4 and NH/5) on landscape. This will be an</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>indirect effect. If development respects protected sites and habitats, it is more likely to respect landscape character as well.</p> <p>Beneficial impact (Policy NH/6) on landscape through ensuring development contributes to a strategic green infrastructure network.</p> <p>Beneficial impact (Policy NH/7) on landscape through ensuring development respects Ancient Woodland, a habitat which enhances the character of many landscapes throughout the District.</p> <p>Significant beneficial impact (Policy NH/8, NH/9 and NH/10) on landscape through protection of the objectives of the Green Belt.</p> <p>Significant beneficial impact (Policy NH/11,) on townscape/village character through protection of village amenity areas.</p> <p>Beneficial impact (Policy NH/12 and NH/13) on landscape through protection of local green spaces, and countryside frontages, all of which provide important aspects of settlement / countryside character. Impacts are likely to be localised but could occur throughout the plan area</p> <p>Beneficial impact (Policy NH/14) on landscape. Due to the volume of historic assets present in the district, including listed buildings, scheduled monuments, and many other undesignated assets, a policy ensuring impacts are properly assessed will also have impacts on landscape and townscape character more generally (as recognised in the policy).</p>		
8. Heritage	<p>Beneficial impact (Policy NH/1) as the policy will ensure that the area between Longstanton and Northstowe will remain as part of a green separation area, maintaining and enhancing historic landscape character and setting of Longstanton village Conservation Area. Impact is minor as it is very localised</p> <p>Beneficial impact (Policy NH/2) on heritage. This will be an indirect effect. If development respects landscape character it is more likely to respect heritage as well.</p> <p>Beneficial impact (Policy NH/4 and NH/5) on heritage. This will be an indirect effect. If development respects protected sites, habitats and species it is more likely to respect landscape character and heritage as well.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Significant beneficial impact (Policy NH/8) as this policy seeks to protect the openness and rural of the green belt which is often important for the setting of historic towns and villages</p> <p>Significant beneficial impact (Policy NH/14) on heritage through protection of the large volume of historic assets present in the district.</p> <p>Significant beneficial impact (Policy NH/15) on heritage through protection of heritage assets when considering climate change mitigation or adaptation measures.</p>		
9. Places	<p>Beneficial impact (Policy NH/2) on places. This will be an indirect effect. If development respects landscape character it is more likely to be well designed.</p> <p>Beneficial impact (Policy NH/4) on places. This will be an indirect effect. If the policy encourages creation of habitats and networks this may lead to higher standard design that people want to live and work in.</p> <p>Beneficial impact (Policy NH/7) on places as veteran trees can contribute to the character of a local area and the policy aims to protect them.</p> <p>Beneficial impact (Policy NH/8, NH/9 and NH/10) on places through protection of the objectives of the Green Belt.</p> <p>Beneficial impact (Policy NH/11, NH/12 and NH/13) on places through protection of local green spaces, amenity areas and countryside frontages, all of which provide important aspects of settlement character.</p> <p>Beneficial impact (Policy NH/14) on places. Due to the volume of historic assets present in the district, including listed buildings, scheduled monuments, and many other undesignated assets, a policy ensuring impacts are properly assessed will also have impacts on townscape character and place more generally.</p>		
10. Climate mitig.	<p>Beneficial impact (Policy NH/15) on climate mitigation through encouraging the installation of measures where they would safeguard heritage significance.</p>		
11. Climate	<p>Beneficial impact (Policy NH/4 and NH/5) on climate adaptation.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
adapt.	<p>Ensuring that natural habitats are maintained and enhanced will help to reduce the effects of climate change.</p> <p>Potential for significant beneficial impact (Policy NH/6) on climate adaptation. Ensuring that natural habitats are maintained and enhanced within a green infrastructure network will help to reduce the effects of climate change, particularly when this is done within a strategic framework at the landscape scale as is being done through The Green Infrastructure Strategy</p> <p>Beneficial impact (Policy NH/7) on climate adaptation as trees and woodlands can provide vital shade in a hotter climate and are a vital part of an ecosystem that can provide protection to species that may become under stress through climate change.</p> <p>Significant beneficial impact (Policy NH/15) on climate adaptation through encouraging the installation of measures where they would safeguard heritage significance.</p>		
12. Health	<p>Beneficial impact (Policy NH/2) on health and well-being. Development that respects landscape character and is well designed is more likely to promote well-being in the population.</p> <p>Beneficial impact (Policy NH/4, NH/6 and NH/7) on health and well-being. Research has shown that being surrounded by nature (such as that of a green infrastructure network and ancient woodlands) is good for people’s health and well-being.</p> <p>Beneficial impact (Policy NH/11, NH/12 and NH/13) on health and well-being. Protection of local green spaces, amenity areas and countryside frontages provide important aspects of settlement / countryside character and important green spaces within villages and towns and this is likely to promote well-being in the population.</p>		
14. Open space	<p>Beneficial impact (Policy NH/6) on open space. Ensuring that development contributes to a strategic green infrastructure network will increase people’s access to accessible open space.</p> <p>Beneficial impact (Policy NH/11, NH/12 and NH/13) on open space</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	through protection of local green spaces and amenity areas.		
15. Housing	Beneficial impact (Policy NH/10) on housing. There was a concern raised in the issues and options assessment that restrictions on playing pitches in the green belt could restrain delivery of houses. However, the policy strikes a balance between provision of pitches and protection of the objectives of the Green Belt so should be broadly positive.		
18. Community	Beneficial impact (Policy NH/6) on the economy. Strategic green infrastructure networks can bring in visitors to the District enhancing the economy.		

Chapter 7: Delivering High Quality Homes

Please Note: For this chapter the appraisal table and the detailed commentary table refer to the **previous** policy numbers for the assessment score and commentary information. This will be updated for the consultation version of the SA report.

Policies assessed

Policy H1: Allocations for Residential Development at Villages (**previously Hx**)
 Policy H2: Bayer CropScience Site, Hauxton (**previously SP/3**)
 Policy H3: Papworth Everard West Central (**previously SP/6**)
 Policy H4: Fen Drayton Former Land Settlement Association Estate (**previously SP/7**)
 Policy H5: South of A1307, Linton (**previously SP/8**)
 Policy H6: Residential Moorings (**previously Hx Moorings, PLEASE NOTE: the assessment is recorded in the next set of tables**)
 Policy H7Housing Density (**previously H/1**)
 Policy H8: Housing Mix (**previously H/2**)
 Policy H9: Affordable Housing (**previously H3**)
 Policy H10: Rural Exception Site Affordable Housing (**previously H/4**)
 Policy H11: Residential Space Standards for Market Housing (**previously H5**)
 Policy H12: Extensions to Dwellings in the Countryside (**previously H/6**)
 Policy H13: Replacement Dwellings in the Countryside (**previously H7**)
 Policy H14: Countryside Dwellings of Exceptional Quality (**previously H8**)
 Policy H15: Development of Residential Gardens (**previously H9**)
 Policy H16: Re-use of Buildings in the Countryside for Residential Use (**previously H/10**)
 Policy H/17: Working at Home (**previously H11**)
 Policy H/18: Dwellings to Support a Rural-based Enterprise (**previously H/12**)
 Policy H/19: Provision for Gypsies and Travellers and Travelling Showpeople (**previously H19**)
 Policy H/20: Gypsy and Traveller Provision at New Communities (**previously H14**)
 Policy H/21: Proposals for Gypsies, Travellers and Travelling Showpeople Sites on Unallocated Land Outside Development Frameworks (**previously H15**)

Issue:

Policy H/22: Design of Gypsy and Traveller Sites, and Travelling Showpeople Sites (previously H16)

Appraisal scores table

SA Obj	H/x	H/2	SP/3	SP/6	SP/7	SP/8	H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	H13	H14	H15	H16
1. Land / soil	~	+	+++	+++	+++	~	+	~	~	-	~	-	~	-	+++	++ +	+++	?	?	?	?	~
2. Waste	~	~	~	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	+++
3. Pollution	~	+	+	~	+	~	~	~	~	~	~	~	~	~	~	~	+	~	~	?	+	+
4. Prot. Sites	~	~	~	~	~	~	~	~	~	~	~	~	~	?	+	?	?	~	~	~	+	~
5. Habitats	~	+	+	~	+	~	~	~	~	~	~	~	~	?	+	?	~	~	~	~	+	~
6. Green spaces	~	+	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
7. Landscape	~	+	+++	+	?	~	+	~	~	?	~	~	~	?	+	+	?	~	~	+	+	+
8. Heritage	~	+	?/+		+	~	~	~	~	~	~	~	~	?	+	+	?	~	~	+	+	+
9. Places	~	+	+++	+	+	+	~	~	~	~	~	~	~	+	~	~	~	~	~	~	~	~

Issue:

SA Obj	H/x	H/2	SP/3	SP/6	SP/7	SP/8	H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	H13	H14	H15	H16
10. Climate mitig.	~	+	+	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
11. Climate adapt.	~	?	?	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
12. Health	~	+	+	+	+++	+	~	+	~	~	~	~	~	~	~	~	~	~	+	+	+	+++
13. Crime	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	+	+	+	~	+	~	~
14. Open space	+	+	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	+
15. Housing	+	?	?	+	~	+	+	+++	+++	+++	+++	+	+++	+++	+++	++	~	+	+	~	+	+
16. Inequalities	~	~	~	~	~	~	~	+++	+++	+	~	~	+	~	~	~	~	?	+	+	~	~
17. Services	++	+	+	+	~	+	+++	~	~	~	~	~	~	~	~	~	~	~	~	+	+	~
18. Community	~	~	~	+	~	+	~	~	+	+	~	~	~	~	~	~	~	~	~	+	~	~

Issue:

SA Obj	H/x	H/2	SP/3	SP/6	SP/7	SP/8	H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	H13	H14	H15	H16
19. Economy	~	+	+	+	~	~	~	~	~	~	~	~	~	~	~	+	+	+	~	~	~	~
20. Work	~	+	+	+	~	~	~	~	~	~	~	~	~	~	~	~	+	+	~	+	+	~
21. Investment	+++	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	+	~	~	+	~	~
22. Travel	~	+	+	+	?	~	+++	~	~	~	~	~	~	-	~	~	+	+	~	+	+	~
23. Trans. Infr.	+++	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	+	~	~

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies which seek to reduce the use of agricultural land and development in the green belt and which could sterilise minerals reserves. The impacts of site allocations are more appropriately assessed separately.	Mitigation measure: The supporting text to H4, H6 and H8 could make reference to the potential loss of agricultural land and refer to Policy NH/3. Mitigation measure: The supporting text to H15 could make reference to the potential loss of	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Significant beneficial impact (Policy H1) by requirement for relatively high housing densities, where this fits with local character which inherently will use land more efficiently where appropriate.</p> <p>Significant beneficial impact (Policy SP/3) as the site comprises a vacant intensively developed industrial site and the development will provide an opportunity to remediate a potentially contaminated site. The development will provide an opportunity to redevelop a brownfield site on the edge of Cambridge</p> <p>Significant beneficial impact (Policy SP/6) as the policy provides an opportunity to take a comprehensive approach to brownfield sites in the centre of Papworth Everard. The area contains a number of buildings that have reached the end of their life and the policy provides a framework for the redevelopment or re-use of these buildings.</p> <p>Significant beneficial impact (Policy SP/7) as the policy provides an opportunity to redevelop a brownfield site with a number of redundant buildings</p> <p>Potential negative impact (Policies H4, H6 and H8) because these developments are likely to be on undeveloped/greenfield land in the countryside and could also use agricultural land.</p> <p>Significant beneficial impact (Policies H9, H10 and H11) because of the reuse of previously developed land or the reuse of existing buildings</p> <p>Uncertain impact (Policy H12) could entail the use of agricultural land for new residential dwellings.</p> <p>Uncertain impact (Policy H13) could require greenfield land for pitch provision, although policy H14 addresses development in the Green Belt, and therefore the impact is less likely to be negative.</p> <p>Uncertain impact (Policy H15) could require greenfield land or agricultural land, and this is not considered by the policy.</p>	<p>agricultural land and refer readers to Policy NH/3, or include the need to consider the cumulative impact on agricultural land under point g) of the policy</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
2. Waste	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Significant beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes.</p> <p>Minor beneficial impact (Policy H16) on reducing waste and increasing recycling rates through the requirements for sites to provide necessary utilities on the site and provision for the screened storage and collection of refuse, including recyclable materials. This impact although positive is likely to be minor as the policy is restricted to gypsy and traveller and travelling showpeople sites.</p>		
3. Pollution	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Significant beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the reduction of pollution and the sustainable use of resources.</p> <p>Minor beneficial impact (Policy H11) on pollution from noise, vibration and dust as policy requires that these do not harm existing residential amenity.</p> <p>Uncertain impact (Policy H14) but with the potential for positive impacts as sites will only be exceptionally located on Green Belt, but the preferred locations on the edge of major development could result in greenfield land or agricultural land being used and through its requirements for foot, cycle and public transport access and proximity to existing facilities and services thereby reducing the need for car travel with subsequent impacts on air quality.</p> <p>Beneficial impact (Policies H15 and 16) through the supporting text of</p>	<p>Mitigation measure: Policy H14 could refer to requirements not to have cumulative adverse impacts on the supply of agricultural land</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>H15 identifying that unstable or contaminated land, or hazardous areas will not be permitted unless appropriate mitigation can be achieved, and policy H16 providing the opportunity to develop contaminated land where this can be adequately ameliorated thereby potentially encouraging the use of previously developed land</p>		
<p>4. Prot. Sites</p>	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Uncertain impact (Policy H8) on protected sites because of the potential location on greenfield land which could have biodiversity interest, and on protected species, as residential conversions of loft spaces may impact on bat species.</p> <p>Beneficial impact (Policy H9) as harm to biodiversity and trees should be considered.</p> <p>Uncertain impact (Policy H10) on protected species, as conversions of redundant/disused buildings may impact on protected species such as barn owl and barn swallow, and potentially some species of bats.</p> <p>Uncertain impact (Policy H11) on protected species, as residential conversions of loft spaces may impact on bat species. Each proposal should be subject to habitats regulations assessment at the application stage if bats are either known or likely to be in the local area</p> <p>Beneficial impact (Policy H15) through requirements for sites not to have unacceptable adverse impacts on biodiversity interests</p>	<p>Mitigation measure: Policies H8, H10 and H11 could contain a requirement of no significant harm, (similar to Policy H9) to biodiversity</p>	<p>Policy NH/4 and the relevant legislation is considered sufficient to ensure that protected species are not harmed as a result of developments</p>
<p>5. Habitats</p>	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the provision of habitat enhancement measures.</p>	<p>Mitigation measure: Policies H8, H10, H11 could contain a requirement of no significant harm, (similar to Policy H9) to Legally Protected or BAP species, or habitats including ensuring new development does not fragment existing important or BAP habitats. Supporting text could confirm that development will be</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Uncertain impact (Policy H8) on characteristic habitats and species.</p> <p>Beneficial impact (Policy H9) as harm to biodiversity and trees should be considered.</p> <p>Uncertain impact (Policy H10) on characteristic species, conversions of redundant/disused may impact on protected species such as bats, barn owl and barn swallow.</p> <p>Beneficial impact (Policy H15) through requirements for sites not to have unacceptable adverse impacts on biodiversity interests.</p>	<p>subject to the development policies on protected and BAP species.</p> <p>Enhancement measure: supporting text to Policy H12 could include biodiversity in the list of issues which will be considered against other policies in the plan in paragraph 9.36</p>	
6. Green spaces	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p>		
7. Landscape	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Significant beneficial impact (Policy SP/3) as the development should secure a reduced visual impact on the openness of the Cambridge Green Belt and improve a major approach into Cambridge. The policy requires a sensitive design. One issue that has been raised in previous assessments is the relationship of the site and the adjacent housing around St Edmund's Church. A balance needs to be struck between mitigating the edge effects of the site on the existing village with the need to integrate it into its fabric. The policy makes it clear that the development must integrate effectively with the wider area and outline design codes for each phase. A Countryside Enhancement Strategy will also be included with the development</p> <p>Beneficial impact (Policy SP/6) as the sites are within the village framework. SP/6 creates an opportunity for continued invigoration of the village centre through the redevelopment or reuse of redundant buildings</p>	<p>Mitigation measure: Policy H4 could refer to development which is of a scale and location appropriate to the local landscape character.</p> <p>Mitigation measure: Policy H8 in its supporting text could refer to considerations of Landscape Character Assessments and Biodiversity Action Plans.</p> <p>Enhancement measure: Policy H16 could make it clear either within the policy or supporting text that appropriate design would include design which respects local landscape character.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>and brownfield sites</p> <p>Uncertain impact (Policy SP/7) as the site lies in the countryside, normally an area of development constraint. However, the policy will allow the estate to develop as a model of sustainable living. The policy will also limit development to the current footprint of the area which will ensure minimal impact on the character of the area.</p> <p>Beneficial impact (Policy H1) on maintaining density appropriate to local character, which should include landscape character</p> <p>Uncertain impact (Policy H4) on landscape character because the policy allows for housing development in rural areas.</p> <p>Uncertain impact (Policy H8) on landscape character. It is not clear how the ‘defining characteristics’ of the local area are to be established or defined, and on what evidence judgements this is to be based.</p> <p>Beneficial impact (Policy H9) with the requirement for developments to have no significant harm on the character of the local area which would include consideration of impacts on townscape.</p> <p>Beneficial impact (Policy H10) with the requirement for developments to be sensitive to character and appearance of the locality would should inherently include considerations of local landscape character.</p> <p>Beneficial impact (Policy H14) through prevention of site allocation in identified green separation.</p> <p>Beneficial impact (Policy H15) through requirements for sites not to have unacceptable adverse impacts on the countryside and landscape character, or village character or impacts on heritage or biodiversity interests (which contribute to landscape character).</p> <p>Beneficial impact (Policy H16) through requirement for amenity buildings to be an appropriate design for the location, and this should inherently include considerations of the surrounding landscape character.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
8. Heritage	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Uncertain and beneficial impact (Policy SP/3) as the site lies in an area of high archaeological potential. Cropmarks indicate the location of probably late prehistoric or Roman settlement in the area. But beneficial impacts on built heritage are likely as the development will need to find uses for the Listed Buildings at the Hauxton Mill complex and this will keep heritage assets in use.</p> <p>Uncertain impact (Policy SP/6) as the site lies in an area of high archaeological potential. Cropmarks indicate the location of probably late prehistoric or Roman settlement in the area.</p> <p>Beneficial impact (Policy SP/7) as the policy will limit development to the current footprint of the area which will ensure minimal impact on the character of the area.</p> <p>Uncertain impact (Policy H8) on heritage assets. It is not clear how the ‘defining characteristics’ of the local area are to be defined, and on what evidence judgements on this are to be based.</p> <p>Beneficial impact (Policy H9) as the policy require no significant harm considering adverse impacts on the setting of a Listed Building, or the character of a Conservation Area, or other heritage asset thereby protecting them but does not directly promote enhancements</p> <p>Beneficial impact (Policy H10) use and adaptation and any associated extensions are sensitive to the character and appearance of the building and locality which should include heritage assets, the magnitude of the benefit is dependent upon the sensitivities and importance of the proposed locations which are not yet known</p> <p>Uncertain impact (Policy H11) as this policy prevents impacts on the locality from changes to the building’s appearance or use but does not protect the building itself, which could be historic or iconic, from</p>	<p>Mitigation measure (Policy SP/3 and SP/6): Environmental Impact Assessment should include assessment of the potential impact of development on archaeology and appropriate mitigation strategies included to ensure the preservation of archaeological remains by record or in situ as appropriate.</p> <p>Mitigation measure: Policy H8 could contain a requirement of no significant harm, (similar to Policy H9) to the historic environment and heritage assets.</p> <p>Mitigation measure: Policy H11 could refer to no significant harm to the character of the building.</p> <p>Enhancement measure: Policy H16 could make it clear either within the policy or supporting text that appropriate design would include design which respects local landscape character.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>changes/use which may harm its significance.</p> <p>Beneficial impact (Policy H14) through prevention of site allocation in identified green separation.</p> <p>Beneficial impact (Policy H15) through requirements for sites not to have unacceptable adverse impacts on heritage.</p> <p>Beneficial impact (Policy H16) through requirement for amenity buildings to be an appropriate design for the location, and this should inherently include considerations of the surrounding historic character or settings of historic assets.</p>		
9. Places	<p>Beneficial impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies which require high quality design.</p> <p>Significant beneficial impact (Policy SP/3) as the development should secure a reduced visual impact on the openness of the Cambridge Green Belt and improve a major approach into Cambridge. The policy requires a sensitive design. One issue that has been raised in previous assessments is the relationship of the site and the adjacent housing around St Edmund’s Church. A balance needs to be struck between mitigating the edge effects of the site on the existing village with the need to integrate it into its fabric. The policy makes it clear that the development must integrate effectively with the wider area and outline design codes for each phase. A Countryside Enhancement Strategy will also be included with the development</p> <p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development must integrate effectively with the wider area and outline design codes for each phase. A Countryside Enhancement Strategy will also be included with the development.</p> <p>Beneficial impact (Policy SP/7) as the policy will limit development to the current footprint of the area which will ensure minimal impact on the character of the area. The current site is somewhat untidy in nature and</p>	<p>Enhancement measure (Policy SP/3) recognition could be given in the supporting text of the relationship between the site and existing housing around St Edmund’s Church</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>the development will help address this. Development and design principles are outlined in the Fen Drayton Former Land Settlement Association Estate SPD.</p> <p>Beneficial impact (Policy H8) encourages high quality design which respects sense of place and local character.</p>		
10. Climate mitig.	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Significant beneficial impact (Policy SP/3-SP/6) as the site will help to reduce the need to travel and maximise the use of sustainable transport modes so as to achieve a specified modal share of tripe by car (40%). If this results in reduced car use this will be positive.</p> <p>Beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the provision of low carbon energy and energy efficient buildings.</p>		
11. Climate adapt.	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Beneficial impact (Policy SP/6) as surface water drainage will be managed through a sustainable drainage system which will prevent high run off rates and potential flood issues. All flood mitigation measures will make allowance for forecast effects of climate change and will take into account effects on the wider catchment.</p>		
12. Health	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies.</p> <p>Beneficial impact (Policy SP/6) as the proposal will be linked to</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>improved countryside access to provide for informal recreation.</p> <p>Significant beneficial impact (Policy SP/7) as the policy requires development to meet the highest standards of BREEAM and Code for Sustainable Homes and this will include the design of buildings that promote health and well-being.</p> <p>Beneficial impact (Policy SP/8) as preventing development in this location will prevent further properties being developed in an area that cannot safely access services and facilities in the centre of the village.</p> <p>Beneficial impact (Policy H2) on improving health inequalities by the provision of specialist accommodation for the elderly (with or without care).</p> <p>Beneficial impact (Policy H13) on health through the provision of adequate and secure residential opportunities for gypsies and travellers, which would also help to enhance longer term access to local services within the nearby settled communities and greater continuity of healthcare, Impact is considered minor as it relates to a gypsy and traveller and travelling showpeople community rather than the District's community as a whole.</p> <p>Beneficial impact (Policy H14) on health by locating gypsy and traveller site close to major development sites and new communities which will be able to provide adequate health services. Impact is considered minor as it relates to a gypsy and traveller and travelling showpeople community rather than the District's community as a whole.</p> <p>Beneficial impact (Policy H15) on health of gypsy and traveller populations by the location of sites adjacent to existing settled communities with appropriate services and facilities. The policy also requires that sites would not lead to unacceptable adverse or detrimental impact on the health, safety and living conditions of its residents. Impact is considered minor as it relates to a gypsy and traveller and travelling</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>showpeople community rather than the District’s general community as a whole.</p> <p>Significant beneficial impact (Policy H16). The policy protects residents on gypsy and traveller sites from any unacceptable adverse or detrimental impact on the health and living conditions of the residents of the site or on neighbouring uses, including as a result of excessive noise, dust, fumes, lighting, traffic generation or activity. Impact is considered to be significant as the policy protects the gypsy and traveller and travelling showpeople community as well as the general community as a whole.</p>		
13. Crime	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to be developed in accordance with Local Plan policies.</p> <p>Beneficial impact (Policy H10 and H11) from increased occupation, with H10 of redundant buildings, and from H11 potentially through increased use during normal working hours reducing opportunities for crime and also both with the potential to reduce the fear of crime.</p> <p>Beneficial impact (Policy H12) could reduce crime where previously unoccupied agricultural or forestry sites are occupied.</p> <p>Beneficial impact (Policy H14) by locating gypsy and traveller communities close to settlements where services and facilities are shared with settled communities, enhancing social inclusion and opportunities to build increased trust within these communities.</p>		
14. Open space	<p>Beneficial impact (Policy SP/3 and SP/6) as the site will provide enhanced open space to include enhanced nature conservation value and will enable quiet enjoyment of the natural environment.</p> <p>Beneficial impact (Policy SP/3) as the development will create riverside informal space linking between the proposed Trumpington Meadows Country Park and Hauxton Village</p> <p>Beneficial impact (Policy H16) through the provision of play space</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	within gypsy and traveller sites.		
15. Housing	<p>Beneficial impact (Policy H/x Housing Allocation Sites) provides for housing allocation sites to be developed in accordance with Local Plan policies.</p> <p>Beneficial impact (Policy SP/3 and SP/6) as the sites could provide a sustainable housing led urban extension of Cambridge and will help to meet the high level of housing need in the District. Affordable housing will be included on the site as will housing for all sectors of society including those with disabilities.</p> <p>Beneficial impact (Policy SP/6) as the site will provide housing within Papworth Everard Village Centre which will help to reinvigorate the centre.</p> <p>Minor beneficial impact (Policies SP/8) as the only allows changes to existing properties which will have some benefits to occupants.</p> <p>Significant beneficial impact (Policies H1, H2, H3, H4 and H5) on housing through mixed tenures, specialist accommodation for the elderly, Lifetime Homes Standard and affordable homes, meeting identified housing needs in rural areas, minimum space for new homes will ensure all have decent homes.</p> <p>Significant beneficial impact (Policy H6 and 7) on decent homes with opportunity to extend or replace existing older dwellings which are no longer appropriate for modern living requirements.</p> <p>Significant beneficial impact (Policy H8) as it will increase the demand for high quality housing demonstrated by the Council's Economic Development Strategy.</p> <p>Significant beneficial impact (Policies H9 and H10) because they will increase housing stock availability.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Beneficial impact (Policy H12) could supply housing to local workers where there is an identified need for business purposes which may not be either affordable or available in the local area otherwise.</p> <p>Beneficial impact (Policy H13) with meeting the identified district need for Need for Gypsy and Traveller Pitches by helping to reduce disadvantages by lack of provision and the additional text to the policy ensure the protection of sites already granted permission, thereby protecting the homes of gypsies and travellers and travelling showpeople and providing them with longer term security of housing.</p> <p>Beneficial impact (Policies H15 and H16) by contributing to provision of decent homes by ensuring that sites do not lead to detrimental impacts on health safety and living conditions of residents.</p>		
16. Inequalities	<p>Beneficial impact (Policy SP/3-SP/6) as the site will provide housing for all sectors of society including those with disabilities.</p> <p>Beneficial impact (Policies H2 and H3) on reducing inequalities as mixed housing developments, with some affordable, and 1 in 20 market homes to meet Lifetime Homes Standard are promoted.</p> <p>Beneficial impact (Policy H4) as this policy can be used to deliver affordable housing in rural villages thereby allowing young people to remain in the local area</p> <p>Beneficial impact (Policy H7) due to the increased opportunities for self-build.</p> <p>Uncertain impact (Policy H12) could increase sense of rural isolation for workers on previously unoccupied and isolated rural sites, however this is inevitable with some types of agriculture and forestry holdings and cannot be mitigated</p> <p>Beneficial impact (Policy H13) on reducing inequalities through the provision of residential accommodation for gypsies and travellers, as provision has been identified as lacking</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	Beneficial impact (Policy H14) through seeking gypsy and traveller sites as part of large scale new communities and significant development sites		
17. Services	<p>Beneficial impact (Policy SP/3) as the site will provide community facilities in an area that is deficient.</p> <p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development should provide a good mix of housing, community uses and employment. There has been a significant amount of residential development in Papworth Everard in recent years and this site will help to provide much needed community facilities.</p> <p>Beneficial impact (Policy SP/8) as preventing development in this location will prevent further properties being developed in an area that is cut off from the rest of Linton and its services and facilities.</p> <p>Significant beneficial impact (Policy H1) on access to services as housing is provided in higher densities closer to settlements with more services (Cambridge, new settlement and rural village centres).</p> <p>Beneficial impact (Policy H14) by locating gypsy and traveller sites close to existing services and facilities.</p> <p>Beneficial impact (Policy H15) by ensuring that sites for gypsies and travellers can ensure that the needs of residents of can be met by existing services and facilities.</p>		
18. Community	<p>Beneficial impact (Policy SP/6) as the policy makes it clear that the development should be well related to and respect the character of Papworth Everard Village Centre and should provide a good mix of housing, community uses and employment. This will be positive for the wellbeing of the community and individuals.</p> <p>Beneficial impact (Policy H3) provision of off-site affordable homes must contribute to the creation of mixed and balanced communities.</p> <p>Beneficial impact (Policy H4) by allowing affordable homes in rural</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>areas enabling young people to remain in rural areas</p> <p>Beneficial impact (Policy H14) with location of gypsy and traveller sites close to settled communities could encourage opportunities for involvement in local community activities.</p>		
19. Economy	<p>Beneficial impact (Policy SP/6) as there has been a significant amount of residential development in Papworth Everard in recent years and this site will help rebalance that towards employment</p> <p>Beneficial impact (Policy H10) on provision of employment land by requiring that prior to allowing change of use to residential any redundant or disused buildings, which would include those previously used for agricultural and forestry, are realistically marketed as employment development opportunities for 12 months, in order to demonstrate that there is no demand for employment use</p> <p>Beneficial impact (Policy H11) could help enhance competitiveness of businesses through creating a more flexible workforce and supporting small start-up businesses.</p> <p>Beneficial impact (Policy H12) opportunities to locate staff on isolated rural locations particularly where livestock are located can have a significant positive impact on the viability of farming enterprises</p>		
20. Work	<p>Beneficial impact (Policy SP/3) as the site would form an urban extension to Cambridge and would have good access to a wide variety of employment opportunities and will also provide B1 employment uses and would also be close to other employment opportunities in Cambridge.</p> <p>Significant beneficial impact (Policy SP/6) as the site would form an urban extension to Cambridge and would have good access to a wide variety of employment opportunities and there has been a significant amount of residential development in Papworth Everard in recent years and this site will help rebalance that towards employment</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Beneficial impact (Policy H11) by supporting people working from home, supports small start-up businesses and the self-employed home thereby creating more opportunities for access to potentially satisfying work.</p> <p>Beneficial impact (Policy H12) opportunities to locate staff on isolated rural locations particularly where livestock are located can have a significant positive impact on the viability of farms and therefore the local rural economy.</p> <p>Beneficial impact (Policy H14) may enable access to work opportunities through the location of pitch sites on the edge of large developments and within new communities.</p> <p>Beneficial impact (Policy H15) may enable access to opportunities to work within the district where Travelling Showpeople sites are provided to accommodate work and residential uses.</p>		
21. Investment	<p>Significant beneficial impacts (Policy H/x Housing Allocation Sites) as it requires developments at all housing site allocations to make financial contributions to necessary infrastructure requirements.</p> <p>Beneficial impact (Policy H11) could result from people being able to work from home who cannot easily access other workplaces, thereby allowing them to enter and bring skills to the economy.</p> <p>Beneficial impact (Policy H14) through investment in foot, cycle and public transport infrastructure on large development and in new communities.</p>		
22. Travel	<p>Beneficial impact (Policy SP/3) as the site will provide high quality bus services and cycle links to Cambridge along the A10 corridor (including long term financial support if necessary) and walking and cycling links to Trumpington Meadows, the Trumpington Park and Ride and the village of Hauxton.</p> <p>Beneficial impact (Policy SP/6) as it will aim to replace healthcare jobs,</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>thus reducing out commuting from the village.</p> <p>Uncertain impact (Policy SP/7) the former LSA estate is not one of the most sustainable locations within the district. However, existing public transport from Fen Drayton provides some access to services and facilities located in Cambridge, St Ives and Bar Hill (including an hourly service to Cambridge). The Guided Busway will provide a frequent public transport service between Huntingdon and Cambridge. However, the nearest stop is approximately 1.5 km from the closest existing residents within the policy area. Measures to restrict car use, such as restrictions on parking or the number of trips, would not be reasonable in this location. However, the SPD sets out how measures such as car clubs should be used to encourage modal switch.</p> <p>Beneficial impact (Policy H1) on reducing need to travel by requiring higher housing densities in settlements with access to services.</p> <p>Potential minor negative impact (Policy H8) on reducing need to travel because of permitting dwellings in the countryside which are potentially isolated from services and facilities. The cumulative impact of this is uncertain as it is not known how many of these types of developments would be permitted</p> <p>Beneficial impact (Policies H11) will help reduce the need to travel by car for work by working from home.</p> <p>Beneficial impact (Policy H12) as location of staff on site will reduce the need to travel by car, to work, but in very isolated locations this reduction could be balanced to by the need to travel to access services and facilities.</p> <p>Beneficial impact (Policy H14) for reducing the need to travel by car by locating gypsy and traveller provision at new communities and large developments, thereby near to services and facilities, coupled with requirements for sites to be providing safe access to the major development on foot, cycle and public transport, and the requirements for</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	location to be sustainable Beneficial impact (Policy H15) for reducing the need to travel by car by ensuring unallocated sites for gypsies and travellers are located near sustainably with access to services on foot, cycle and public transport		
23. Trans. Infr.	Significant beneficial impacts (Policy H/x Housing Allocation Sites) as it requires developments at all housing site allocations to make financial contributions to necessary infrastructure requirements. Beneficial impact (Policy H14) by investment in foot, cycle and public transport infrastructure on large development and in new communities.		

Housing Allocations at Villages

This appraisal table shows the assessment of the individual housing allocation sites, with the further commentary table below.

Elements assessed

<p>Hx:1 Sawston, Dales Manor Business Park</p> <p>Hx:2 Sawston, land north of Babraham Road</p> <p>Hx:3 Sawston, land south of Babraham Road</p> <p>Hx:4 Histon and Impington, land north of Impington Lane</p> <p>Hx:5 Melbourn, land off New Road and rear of Victoria Way</p> <p>Hx:6 Gamlingay, Green End Industrial Estate</p> <p>Hx:7 Willingham, land east of Rockmill End</p> <p>Hx:8 Land at Bennell Farm, Comberton (in Toft Parish)</p> <p>H/x Residential Moorings Policy</p>
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Issue:



Appraisal scores table

SA Obj	Hx:1	Hx:2	Hx:3	Hx:4	Hx:5	Hx:6	Hx:7	Hx:8	H/x Moorings
1. Land / soil	+++	-	-	-	-	+	-	-	~
2. Waste	~	~	~	~	~	~	~	~	~
3. Pollution	+	~	~	+	~	+	~	~	~
4. Prot. Sites	~	~	~	~	~	~	~	~	~
5. Habitats	+	+	~	~	~	~	~	~	?
6. Green spaces	+	+	+	+	+	~	+	~	+

Issue:

SA Obj	Hx:1	Hx:2	Hx:3	Hx:4	Hx:5	Hx:6	Hx:7	Hx:8	H/x Moorings
7. Landscape and Townscape	+	+	~	-/~	+	~	~	~	?
8. Heritage	~	~	~	-/~	~	~	~	~	?
9. Places	+	+	+	+	+	+	+	+	~
10. Climate mitig.	~	~	~	~	~	~	~	~	~
11. Climate adapt.	~	~	~	+	~	~	~	~	~
12. Health	~	~	~	~	~	~	~	+	~
13. Crime	~	~	~	~	~	~	~	~	~
14. Open space	+	+	+	+	+	+	+	+	~

Issue:

SA Obj	Hx:1	Hx:2	Hx:3	Hx:4	Hx:5	Hx:6	Hx:7	Hx:8	H/x Moorings
15. Housing	+	+	+	+	+	+	+	+	+
16. Inequalities	~	~	~	~	~	~	~	~	~
17. Services	+	~	+	~	+	+	~	~	+
18. Community	~	~	~	~	~	~	~	~	~
19. Economy	+	~	~	~	~	+	~	~	~
20. Work	+	+	+	+	+	+	+	+	+
21. Investment	+	+	+	+	+	+	+	+	+
22. Travel	+	+	+	+	~	+	+	+	+
23. Trans. Infr.	+	+	+	~	~	~	~	~	~

Issue:

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Neutral impact (Policy H/x Housing Allocation Sites) because provides for housing allocation sites to developed in accordance with Local Plan policies which seek to reduce the use of agricultural land and development in the green belt and which could sterilise minerals reserves.</p> <p>Significant beneficial impact (Policy Hx1) because the site is previously developed, on the site of the Eternit Marley Tiles, it has been mostly vacant and redundant since 2008 and is therefore currently underused and will contribute to efficient use of land and the protection of green field land. Part of the site occupied by a concrete batching plant. However part of site will result in the loss of agricultural land.</p> <p>Minor negative impact (Policy Hx:2) because it will lead to the loss of 3.64 Ha of Grade 2 agricultural land. The allocation will not use any previously developed land. The Local Plan proposes the release of the site from green belt. Site not within an area designated in the Minerals and Waste LDF. Impact is minor as the site is relatively small.</p> <p>Minor negative impact (Policy Hx:3) as the site as development would lead to the loss of agricultural land. It does not use previously development land, but also will not lead to the sterilisation of any mineral reserves.</p> <p>Minor negative (Policy Hx:4) as development would lead to the loss of agricultural land, but there would also be a minor beneficial impact as there is the possibility of land contamination which would be remediated as part of the development.</p> <p>Negative impacts (Policy Hx:5) although the site is not in the green belt development will result in the loss of agricultural land.</p> <p>Beneficial impacts (Policy Hx:6) as the site is previously developed land.</p> <p>Minor negative impacts (Policy Hx:7) as this will result in the loss of agricultural land.</p> <p>Neutral impact (Policy Hx Moorings) as although the site allocated is on agricultural land is not the best and most versatile as it is Grade 4.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
2. Waste			
3. Pollution	<p>Significant beneficial impact (Policy Hx:1) as the site is currently previously developed any development for housing would require land remediation. The proposals would enable the replacement of existing uses which create noise, odour and dust with residential use.</p> <p>Neutral impact (Policy Hx:2) as the sites is not contaminated land. Development is unlikely to lead to any water quality issues which cannot be mitigated. Development unlikely to lead to poor air quality and it lies in an area where air quality acceptable. The site is adjacent to an old railway line which may have contaminated land. So there is the potential for minor benefits through remediation of minor contamination. Development is unlikely to affect water quality. The site within Groundwater Source Protection Zone 3 which does not rule out development but may influence land use or require pollution control measures. Assumptions for a neutral water quality impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any impact on groundwater.</p> <p>Beneficial impacts (Policy Hx:6) as the site is previously developed land which will be remediated by development.</p>		
4. Prot. Sites			
5. Habitats	<p>Minor beneficial impacts (Policy Hx:1) because the site has currently low biodiversity value, but there are opportunities for enhancements to woodland and grassland including to provide habitat corridors. These will be delivered under the requirements imposed by Policy NH/3 Biodiversity.</p> <p>Minor beneficial impacts (Policy Hx:2) site of limited biodiversity interest, and the greatest impact likely to be from the general loss of farmland habitat. There are likely to be some minor positive impacts through the enhancement of boundary hedgerows through the application of Policy NH/3 Biodiversity.</p>	<p>Enhancement Policy Hx Moorings, the policy could require a Biodiversity Management Plan to be set out as part of the proposals. Where ecological assessments are required for legally protected species Natural England's advice is to have these requirements contained within the policy text, and this should specify that the ecological assessments should accompany the application. Surveys should not be delayed till</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Minor beneficial impact (Policy Hx:5) as the policy requires a landscape buffer along the south eastern edge of the site where the it adjoins open countryside.</p> <p>Uncertain impact (Policy Hx Moorings) The River Cam corridor is a County Wildlife Site, and there is potential for adverse effects on habitats and species, in particular loss of meadow, but there is the possibility of improvements from creating open water habitat as a cut off the main river, and habitat improvements to support protected water voles. The value of the existing meadow, hedge and scrub habitats land would need to be investigated and a water vole survey would be required. The policy and requires proposals to be accompanied by full ecological assessments and mitigation measures should be delivered under the requirements imposed by Policy NH/3 Biodiversity.</p>	<p>after permission has been granted.</p>	
<p>6. Green spaces</p>	<p>Beneficial impacts (Policies Hx:1 to Hx:3) as these policies require the provision of green landscape buffers.</p> <p>Minor beneficial impact (Policy Hx:5) as the policy requires a landscape buffer along the south eastern edge of the site where the it adjoins open countryside.</p> <p>Minor beneficial impact (Policy Hx:7) as the policy requires a landscape buffer along the edge of the site where the it adjoins open countryside.</p> <p>Minor beneficial impact (Policy Hx Moorings) as the policy requires that development maintains the access to the current towpath / footpath to ensure its continuity. It is possible that access to the river from Fen Road would be improved.</p>		
<p>7. Landscape and Townscape</p>	<p>Minor positive impact (Policy Hx:1) has the potential for landscape impacts but the policy provides for the creation of a landscape buffer to mitigate its visual intrusiveness. Development is requires to relate to local landscape character. The site is occupied by a variety of commercial buildings and open storage areas and redevelopment for residential could improve the harsh village edge in this location. No adverse townscape impacts are likely.</p> <p>Beneficial impact (Policy Hx:2) has the potential for landscape impacts on</p>	<p>Enhancement Policy Hx Moorings, the policy could require a Landscape Strategy to be set out as part of the proposals.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>the surrounding farmland countryside to the east as a result of built development, but the policy provides for the creation of a landscape buffer to mitigate its visual intrusiveness. This mitigation also has the potential to have a positive impact upon the landscape setting of Sawston through the provision of a generous provision of land to ensure a soft green edge to the east.</p> <p>Neutral impact (Policy Hx:3) has the potential for landscape impacts on the surrounding farmland countryside to the east as a result of built development, but the policy provides for the creation of a landscape buffer to mitigate this and so the residual impacts will be minimised as a result.</p> <p>Neutral impact (Policy Hx:4) potential for adverse impacts on the surrounding landscape, but the policy requires a significant landscape buffer to be provided where the site adjoins or could be viewed from open countryside.</p> <p>Beneficial impact (Policy Hx:5) as the policy requires a landscape buffer along the south eastern edge of the site where the it adjoins open countryside, thereby creating a soft green edge to the development and edge of Melbourn.</p> <p>Neutral impact (Policy Hx:7) potential for adverse impacts on the surrounding landscape, but the policy requires a significant landscape buffer to be provided where the site adjoins or could be viewed from open countryside.</p>		
8. Heritage	<p>Uncertain impacts (Policy Hx:2) a non-statutory archaeological site, a Bronze Age barrow is known to the south east and enclosures of probable late prehistoric or Roman date are known to the south west. Local Plan policies would ensure appropriate surveys and that mitigation was implemented.</p> <p>Neutral impact (Policy Hx:4) potential for adverse impacts on nearby Conservation Areas and Listed Building, however, the policy specifically requires design to mitigate for these impacts.</p> <p>Uncertain impact (Policy Hx Moorings) on the known archaeology of the</p>	<p>Enhancement: Policy Hx Moorings should require archaeological assessment as part of the proposals, rather than merely prior to development.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	site. The policy requires full archaeological assessment prior to development.		
9. Places			
10. Climate mitig.			
11. Climate adapt.	<p>Neutral impacts (Policy Hx:1) the site is in Flood Zone 1 and there are no drainage issues that cannot be appropriately addressed.</p> <p>Beneficial impacts (Policy Hx:4) as a small part of the site is in Flood Zones 2 and 3 but the policy requires that no built development is to take place within Flood Zones 2 or 3.</p>		
12. Health	<p>Beneficial impacts (Policy Hx:1 and Hx:2) as these development are over 200 houses and will be required to provide sports and recreation facilities.</p> <p>Beneficial impact (Policy Hx:6) as the mixed use allocation provide the opportunity to address current noise issues from the current use as industrial estate on the surrounding residential areas.</p>		
13. Crime	Neutral impacts (Policies Hx:1 to Hx:8) as all developments will be required to implement good design which should include designing out crime.		
14. Open space	<p>Beneficial impact (Policy Hx:8) as the development is required to accommodate a full sized football pitch with changing facilities.</p> <p>Beneficial impacts (Policies Hx:1 and Hx:3) as these developments are over 200 dwellings they will be required to provide open space.</p> <p>Beneficial impacts (Policies Hx:2, and Hx:4 to Hx:7) as these developments will be required to contribute to open space either to provide further open spaces or enhance existing ones where land for open space is limited.</p> <p>Beneficial impacts (Policy Hx:8) as this development will provide a full sized football pitch and changing facilities.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	Neutral impact (Policy H13) this element of the policy.		
15. Housing	<p>Beneficial impact (Policies Hx:1 to Hx:7) because housing allocations are being made at these sites. These will be subject to the other strategic housing policies within the plan meaning that affordable homes will be provided.</p> <p>Beneficial impact (Policy Hx:8) as the policy specifies that development must provide affordable housing to meet the needs of Toft and Comberton villages, which will enable delivery of affordable homes in a rural centre that would not normally be able to deliver them.</p> <p>Beneficial impact (Policy H/x) because this allocates residential moorings to accommodate the assessed needs for houseboats and to alleviate pressure on areas within Cambridge.</p> <p>Beneficial impact (Policy H13) the additional text to the policy ensure the protection of sites already granted permission, thereby protecting the homes of gypsies and travellers and travelling showpeople and providing them with longer term security of housing.</p>		
16. Inequalities	Beneficial impact (Policy H13) on reducing inequalities through the provision of more secure long term residential accommodation sites for gypsies and travellers.		
17. Services	<p>Beneficial impacts (Policy H/x Housing Allocation Sites) as it requires developments at all housing site allocations to make financial contributions to necessary infrastructure requirements.</p> <p>Beneficial impacts (Policy Hx:1) as an allocation for development of 200 houses the community needs will be established through detailed assessments as required by Policy SC/3 Meeting Community Needs. The site is located just over 1km from Sawston, which is one of the best served villages in the district. The medical practice and pharmacy in Sawston has spare capacity.</p> <p>Beneficial impact (Policy Hx:2) considering that Policy H:x requires developments at all housing site allocations to make financial contributions to necessary infrastructure requirements, including schools.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>The site also adjoins site Hx:3 which would contribute to or allocate land for the expansion of Icknield Primary School. The site is located close to Sawston which is one of the best served villages in the district.</p> <p>Beneficial impact (Policy Hx:3) the site is located some distance from the local centre of Sawston, but access to the good range of local services and facilities provided there is nonetheless reasonable by public transport. The additional housing could lead to additional pressure on local facilities including education, however the policy requires that development contributes to local schools to enable them to supply increased provision, or to provide land to expand Icknield Primary School. Therefore the development is likely to have a neutral impact on school capacity and therefore contribute positively to this objective. As an allocation for development of 200 houses the community needs will be established through detailed assessments as required by Policy SC/3 Meeting Community Needs. The policy also requires the development comes forward as a single proposal thereby helping to secure the necessary infrastructure requirements.</p> <p>Beneficial impact (Policy Hx:5) as the site has good access to local services by walking although public transport from the site is infrequent.</p> <p>Minor negative (Policy Hx:7) as the site is located some distance from a village centre and although there is public transport within a reasonable distance of the site, the service is infrequent.</p> <p>Beneficial impact (Policy H13) this element of the policy secures access to services on existing Gypsy and Traveller and Travelling Showpeople sites.</p>		
18. Community	<p>Beneficial impact (Policy H13) this element of the policy secures access to services on existing Gypsy and Traveller and Travelling Showpeople sites and this security and acknowledgement as an important and longer term and legitimate part of the local community may enable residents on these sites to engage in community activities alongside the settled communities.</p>		
19. Economy	<p>Beneficial impact (Policy Hx:1) on the economy as the policy reallocates employment land as light industrial and office use with a higher employment potential.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	Beneficial impact (Policy Hx:6) as the site allocated as mixed use with light industrial and/or offices estate, 25% of land area is to be retained as employment.		
20. Work	<p>Neutral impact (Policy Hx:1) on employment opportunities, as a result of the loss of existing employment land. However, much of site has been vacant since 2008, or occupied by low intensity uses. This impact mitigated by inclusion light industrial and office use with a higher employment potential.</p> <p>Beneficial impact (Policy Hx:2 and Hx:6) because the sites are allocated as mixed use with the potential to deliver light industrial and/or office employment opportunities close to residential areas.</p> <p>Beneficial impact (Policy Hx:3) because of its proximity to Hx:1 and Hx:2 which will provide employment opportunities.</p> <p>Minor beneficial impact (Policies Hx:7 and Hx:8) as the sites are located close to work opportunities. However, for Hx:8 work opportunities in Cambridge would be likely to rely on use of the private car.</p>		
21. Investment	<p>Beneficial impacts (Policy H/x Housing Allocation Sites) as it requires developments at all housing site allocations to make financial contributions to necessary infrastructure requirements.</p> <p>Beneficial impacts (Policies Hx:1 to Hx:8) as developments at all housing site allocations are required by Policy H:x to make financial contributions to necessary infrastructure requirements.</p> <p>Beneficial impacts (Policy Hx:8) as the policy provides for car parking for the local Comberton Village college.</p>		
22. Travel	Neutral impact (Policy Hx:1) as the site is some distance to a local centre, but access to local services is nonetheless reasonable by cycling and there is frequent public transport although bus stops are at some distance. As a development of 200 houses the community needs will be established through detailed assessments as required by Policy SC/3 Meeting		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Community Needs. This will reduce the need to travel to access services.</p> <p>Neutral impact (Policy Hx:2) as the site adjoins an existing village framework boundary but is some distance from the local centre of Sawston, but access to local services is nonetheless reasonable by cycling and there is frequent public transport although bus stops are at some distance. It will also be near to the services and facilities provided by Hx:1 and Hx:3.</p> <p>Neutral impact (Policy Hx:3) as the site is some distance to a local centre, but access to local services is nonetheless reasonable by public transport. The policy specifically requires cycle and pedestrian links into Sawston. As a development of 200 houses the community needs will be established through detailed assessments as required by Policy SC/3 Meeting Community Needs. This will reduce the need to travel to access services.</p> <p>Beneficial impact (Policy Hx:4) as the site has good access to local services by public transport, although the frequency of service is low. It has a very good journey time to a rural centre by cycling.</p> <p>Minor beneficial impact (Policy Hx:7) site is located within reasonable distance to public transport although the frequency of service is not good. The closest Rural Centre is currently Histon and Impington but it will also be located near Northstowe.</p> <p>Minor beneficial impact (Policy Hx:8) although the site is not close to a bus stop, an hourly bus service runs from Comberton to Cambridge although this only runs hourly from 9:30am. It is also within cycling distance of Comberton Village, therefore work opportunities in Cambridge would be likely to rely on use of the private car.</p>		
23. Trans. Infr.	<p>Beneficial impacts (Policies Hx:1 to Hx:8) Policy H:x requires all developments to make financial contributions to necessary infrastructure requirements. Policies Hx:1, Hx:2 and Hx:3 require contributions to mitigate the impact of development as a whole on the eastern side of Sawston.</p>		

Issue:

Chapter 8: Building a Strong and Competitive Economy

Please Note: For this chapter the appraisal table and the detailed commentary table refer to the previous policy numbers in bold in brackets where there have been changes. This will be updated for the consultation version of the SA report.

Policies assessed

Policy E/1: New Employment Provision near Cambridge – Cambridge Science Park

Policy E/2: Fulbourn Road East (Fulbourn)

Policy E/2: Allocations for Class B1 Employment Uses

Policy E/4: Allocations for Class B1, B2 and B8 Employment Uses

Policy E/5: Papworth Hospital

Policy E/6: Imperial War Museum at Duxford

Policy E/7: Fulbourn and Ida Darwin Hospitals

Policy E/8: Mixed-use development in Histon & Impington Station area

Policy E/9: Promotion of Clusters

Policy E/10 Shared Social Spaces in Employment Areas

Policy E/11: Large Scale Warehousing and Distribution Centres

Policy E/12: New Employment Development in Villages

Policy E/13: New Employment Development on the Edge of Villages

Policy E/14: Loss of Employment Land to Non Employment Uses

Policy E/15: Established Employment Areas in the Countryside

Policy E/16: Expansion of Existing Businesses in the Countryside

Policy E/17: Conversion or Replacement of Rural Buildings for Employment

Policy E/18: Farm Diversification

Policy E/19: Tourist Facilities and Visitor Attractions

Policy E/20: Tourist Accommodation

Policy E/21: Retail Hierarchy

Issue:

Policy E/22: Applications for New Retail Development
 Policy E/23: Retailing in the Countryside

Appraisal table

SA Obj	E/1	E/2	E/3	E/4	E/5	E/6	E/7	E/8	E/9	E/10	E/11	E/12	E/13	E/14	E/15	E/16	E/17	E/18	E/19	E/20	E/21	E/22	E/23
1. Land / soil	+++	~	+++	+++	+++	~	+++	+++	~	~	+++	+	+	~	+++	+++	+	+++	+	+	~	~	~
2. Waste	?	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
3. Pollution	?		~	~	~	?	?	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
4. Prot. Sites	~	~	~	~	?	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
5. Habitats	~	~	~	~	~	~	+++	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
6. Green spaces	~	~	~	~	~	~	~	+++	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
7. Landscape	+++	~	-	~	+	~	?	+	~	~	~	+	+	~	+	+	+++	?	+	~	~	~	~
8. Heritage	~	~	~	~	?	+	?	+	~	~	~	~	~	~	~	~	+	?	~	~	~	~	~

Issue:

SA Obj	E/1	E/2	E/3	E/4	E/5	E/6	E/7	E/8	E/9	E/10	E/11	E/12	E/13	E/14	E/15	E/16	E/17	E/18	E/19	E/20	E/21	E/22	E/23	
9. Places	+++	~	-	~	+	~	+	+	~	+	~	+	+	~	~	+	+	?	+	~	+	~	~	~
10. Climate mitig.	~	~	~	~	+	~	?	?	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
11. Climate adapt.	~	~	~	~	~	~	?	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
12. Health	~	~	~	~	+	~	+	~	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~
13. Crime	~		~	~	~	~	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
14. Open space	~	~	~	~	+	~	+	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
15. Housing	~	~	~	~	+	~	+	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
16. Inequalities	~	~	~	~	~	~	~	~	~	~	~	+	+	+	~	+	~	~	~	~	~	~	+	~
17. Services	~	~	~	~	+	~	+	+	~	~	~	~	~	~	~	~	~	~	~	~	~	+	+	~
18. Community	~	~	~	~	~	~	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
19. Economy	+++	+++	+	+	+	+	~	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+++	+	~

Issue:

SA Obj	E/1	E/2	E/3	E/4	E/5	E/6	E/7	E/8	E/9	E/10	E/11	E/12	E/13	E/14	E/15	E/16	E/17	E/18	E/19	E/20	E/21	E/22	E/23	
20. Work	+++	+++	+	+	+	~	+	+++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	~
21. Investment	+++	+	~	~	~	+	~	+	+	+	+	+	~	~	+	~	~	+	+	~	~	~	~	~
22. Travel	+++	+++	+	+	+	~	?	+++	~	~	+	+	+	+	?	+++	+++	?	+++	?	+	+	+	+
23. Trans. Infr.	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~

Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Significant beneficial impact (Policy E/1) as the site provides an opportunity to deliver employment provision on previously developed land. Some of the early phases were built at low densities and are forty years old, and there is scope for intensification or even redevelopment.</p> <p>Neutral effect (E2) as although this site is within the current green belt the local plan proposes its removal as a result of the Cambridge Green Belt Review (2012) which suggests that the can be released without significant harm to the purposes of the green belt. Therefore the site is no longer a green belt site.</p> <p>Significant beneficial impact (Policy E/3 and E/4) as the sites are mainly residues of partially built out allocations. Allocating them in the Local Plan will enable their completion, making the best use of land.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>None of the sites are currently in agricultural use, apart from Longstanton but this is of low Grade 3 quality.</p> <p>Significant beneficial impact (Policy E/5) as the policy provides the opportunity to develop what will be a brownfield site for further healthcare or employment use.</p> <p>Significant beneficial impact (E/8) because this policy area covers sites which are previously developed land.</p> <p>Significant beneficial impact (Policy E/7) as the policy provides the opportunity to develop a brownfield site.</p> <p>Significant beneficial impact (Policy E/11) on land as a policy which reserves employment land to uses that need to be in the area would minimise use of land and resources and warehousing and distribution require a large land area.</p> <p>Beneficial impact (Policy E/12) as the policy could support the use of previously developed land through promoting expansion of existing premises.</p> <p>Beneficial impact (Policy E/13). The policy could lead to the development of greenfield land but it requires the availability of previously developed land / suitable existing buildings to be assessed before greenfield land is developed, thus minimising this possibility.</p> <p>Significant beneficial impact (Policy E/15, E/16) as the policy will enable established employment areas and existing businesses to make the best use of the land that they have available. Policy E/16 ensures that existing buildings are re-used where possible.</p> <p>Beneficial impact (Policy E/17, E/19, E/20). The policies could result in the use of greenfield land,</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>however, the policy promotes the re-use of buildings in an appropriate manner, thereby minimising this possibility.</p> <p>Significant beneficial impact (Policy E/23) as the policy supports the reuse of existing buildings, making good use of existing farm resources, by supporting working farms.</p>		
2. Waste	<p>Uncertain impact (Policy E/1) as parts of the site are in a waste consultation area. However, consultation procedures are in place to ensure that development does not interfere with future waste development.</p>		
3. Pollution	<p>Uncertain impact (Policy E/1) as the site adjoins the A14 AQMA. However, the site offers the opportunity for increased accessibility by public transport due to the guided bus and the new railway station.</p> <p>Neutral effect (E/8) as although there could be negative impacts on residential areas within the former Bishops Hardware Store site from traffic noise it is possible to mitigate this to acceptable levels</p> <p>Uncertain impact (Policy E/7) as the site is adjacent to a railway line. However, the policy requires that investigation into noise pollution and vibration is investigated and attenuated as necessary. Land contamination must be investigated and remediated.</p> <p>The site is also in a Groundwater Protection Zone and appropriate measures will be needed to protect the environment. The site is not located within an area that experiences poor quality. However, residential development could lead to an increase in local traffic. It is anticipated that some traffic generated by the development that will use local roads to enter and exit</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Cambridge which is an AQMA.</p> <p>Uncertain impact (Policy E/6) on noise pollution as the policy requires any proposal that would lead to an increase in flying activity to provide information on potential noise pollution. Although noise mitigation measures aren't referred to in the policy requirements for mitigation measures will be covered by the application of Policy TI/5: Aviation-Related Development Proposals</p>		
4. Prot. Sites	<p>Uncertain impact (Policy E/5) as Natural England has indicated that the development could lead to increased access to Papworth Wood SSSI which could be damaging. There is a footpath (Reference No.15) which runs through the SSSI. The entire site is in unfavourable declining condition and so any additional access pressure is likely to have adverse impacts</p>		
5. Habitats	<p>Beneficial impact (E/8) because the significant wooded area known as 'The Copse' which contains TPO'd trees must be retained in any proposals</p> <p>Significant beneficial impact (Policy E/7) as the site is generally of low ecological sensitivity and developers will be required to undertake ecological surveys and monitoring prior to the commencement of construction and propose a Biodiversity Strategy for the protection and enhancement of biodiversity that establishes which areas will be protected and enhanced, and appropriate mitigation measures.</p>		
6. Green spaces	<p>Significant beneficial impact (E/8) because the wooded Local Green Space known as 'The Copse' (which contains TPO'd trees) must be retained in any</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	proposals. Positive impact is localised.		
7. Landscape	<p>Significant beneficial impact (Policy E/1) as there would be potential benefits to landscape and townscape and creating good places, as much of the land near Chesterton sidings is currently of poor quality. Opportunities to improve the science park could also be used to enhance the quality of the site.</p> <p>Neutral impact (E2) because the site must be designed to mitigate impacts on surrounding landscape to avoid significant impacts on the green belt, including creation of appropriate landscape buffers.</p> <p>Minor negative impact (Policy E/3) as development at Longstanton would have minor negative impacts on the landscape that could not be fully mitigated. It is relatively close to the village, and also now relatively close to the Northstowe site.</p> <p>Beneficial impact (Policy E/5) as the site is within the village framework.</p> <p>Beneficial impact (E/8) because all proposals must respect local character of the village centre.</p> <p>Uncertain impact (Policy E/7) as the site is within Green Belt. However, the site provides the opportunity to remove buildings from the Western part of the site and the creation of a green wedge on the western part of the Ida Darwin site that will provide a compensatory enhancement to the openness of the Green Belt in this location and enhanced public access to the countryside. Residential development will be designed and landscaped to minimise impact on the Green Belt.</p>	<p>Enhancement measure: Opportunities to improve the science park (Policy E/1) could also be used to enhance the quality of the site and this should be built into masterplans for the site.</p> <p>Mitigation measure: There should be consideration with regard to landscape buffers and screening in relation to the site at Longstanton (Policy E/2).</p> <p>Mitigation measure: Policy E/18 should address other aspects of landscape character as well as scale.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Beneficial impact (Policy E/12, E/13, E/16) as the policies will promote development that is in keeping with villages in character and scale.</p> <p>Beneficial impact (Policy E/15) as the policy will not allow development where there would be a negative impact on the countryside or landscape.</p> <p>Significant beneficial impact (Policy E/17) as the policy ensures that proposals are for well-designed buildings that bring about environmental improvement and are in scale and character with their surroundings.</p> <p>Uncertain impact (Policy E/18) as the policy addresses scale of the new development but not other aspects of landscape character as other policies do.</p> <p>Beneficial impact (Policy E/19) as the policy ensures that development would be in scale with its location and would cause no significant adverse impact on the character and appearance of the area.</p>		
8. Heritage	<p>Uncertain impact (Policy E/5) as the site is a Conservation Area and could affect the setting of Papworth Hall and other buildings of local importance. However, the policy is very clear in the protection measures that it expects to be put in place</p> <p>Beneficial impact (Policy E/17) as the policy ensures that proposals are for well-designed buildings that enhance the design of the existing building. Specific heritage concerns are dealt with elsewhere in the Local Plan.</p> <p>Minor beneficial impact (E/8) as the local landmark Victorian former station building and Railway Vue public house are to be retained in commercial use or be</p>	<p>Mitigation measure: Policy E/18 should address other aspects of character as well as scale.</p> <p>Mitigation measure (Policy E/5, E/7): Environmental Impact Assessment should include assessment of the potential impact of development on archaeology and appropriate mitigation strategies included to ensure the preservation of archaeological remains by record or in situ as appropriate.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>used as community asset, this should help secure their future. With careful design it should be possible to mitigate any impact on the historic environment. There is a non-statutory archaeological site, but it is unlikely that significant archaeological remains will survive in this area.</p> <p>Uncertain impact (Policy E/7) as the Fulbourn Hospital site is in a Conservation Area protecting the former asylum buildings. This area includes the important parkland setting. However, the supporting text to the policy is clear that any additional development will need to consider the historic pattern of development and the parkland development. The Ida Darwin site is also located immediately to the south of a Roman settlement considered to be of national importance and subject to statutory protection. However, the supporting text of the policy is clear that this will require appropriate investigation.</p> <p>Beneficial impact (Policy E/6) on heritage as the policy will enable the Duxford Air Museum (a centre of European Aviation History) to grow and develop in the future in a way that is complimentary to the character of the site.</p> <p>Uncertain impact (Policy E/18) as the policy addresses scale of the new development but not other aspects of character as other policies do.</p>		
9. Places	<p>Significant beneficial impact (Policy E/1) as there would be potential benefits to landscape and townscape and creating good places, as much of the land near Chesterton sidings is currently of poor quality.</p> <p>Opportunities to improve the science park could also be</p>	<p>Enhancement measure: Opportunities to improve the science park (Policy E/1) could also be used to enhance the quality of the site and this should be built into masterplans for the site.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>used to enhance the quality of the site.</p> <p>Negative impact (Policy E/3) as development at Longstanton would have minor negative impacts on the landscape that could not be fully mitigated. It is relatively close to the village, and also now relatively close to the Northstowe site.</p> <p>Beneficial impact (Policy E/5) as the policy aims to preserve the buildings that make the site special and contribute to the setting of the village.</p> <p>Beneficial impact (Policy E/9) on places as inclusion of social spaces in employment areas makes them more pleasant places.</p> <p>Beneficial impact (E/8) the policy's supporting text requires redevelopment to be an exemplar of design based on the highest sustainability design standards, to create a visually striking place in harmony with surrounding areas, which inherently means that it should respect local character whilst interpreting it's distinctiveness in a modern way.</p> <p>Beneficial impact (Policy E/7) as the site provides the opportunity to remove buildings from the Western part of the site and the creation of a green wedge on the western part of the Ida Darwin site that will provide a compensatory enhancement to the openness of the Green Belt in this location and enhanced public access to the countryside.</p> <p>Beneficial impact (Policy E/12, E/13, E/16) as the policy will promote development that is in keeping with</p>	<p>Mitigation measure: There should be consideration with regard to landscape buffers and screening in relation to the site at Longstanton (Policy E/3).</p> <p>Mitigation measure: Policy E/18 should address other aspects of character as well as scale.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>villages in character and scale.</p> <p>Beneficial impact (Policy E/17) as the policy ensures that proposals are for well-designed buildings that bring about environmental improvement and are in scale and character with their surroundings.</p> <p>Uncertain impact (Policy E/18) as the as the policy addresses scale of the new development but not other aspects of character as other policies do.</p> <p>Beneficial impact (Policy E/19) as the policy ensures that development would be in scale with its location and would cause no significant adverse impact on the character and appearance of the area.</p> <p>Beneficial impact (Policy E/21) as ensuring the impact of significant retail development on viability and viability of existing centres is appropriately considered has positive benefits for creation of places which work well by ensuring facilities an appropriate scale for their location.</p>		
10. Climate mitig.	<p>Beneficial impact (Policy E/5) as the policy will aim to replace healthcare jobs, thus reducing out commuting from the village</p> <p>Uncertain impacts (E/8) for the former Bishops Hardware Store site as this has local flooding and drainage issues which will require mitigation measures</p> <p>Uncertain impact (Policy E/7) as although the site is in one of the closer Rural Centres to Cambridge and offers the potential for sustainable travel by both bus and cycle, it is likely to still have a relatively high modal share for the private car unless journey times into the city by public transport can be reduced.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
11. Climate adapt.	<p>Minor beneficial impacts (E/8) as the supporting text which states that redevelopment will be based on highest standards of sustainability</p> <p>Uncertain impact (Policy E/7) as the site is in Flood Zone 1 but is known to have a high water table. However, this will need to be considered in the site specific Flood Risk Assessment.</p>		
12. Health	<p>Beneficial impact (Policy E/5) as the Papworth Hospital site will be redeveloped based on a sequential approach to finding replacement uses beginning with healthcare. If a suitable healthcare use has not been found after 2 years of marketing other uses will be considered.</p> <p>Neutral effect (E/8) as although there could be negative impacts on residential areas within the former Bishops Hardware Store site from traffic noise it is possible to mitigate this to acceptable levels.</p> <p>Beneficial impact (Policy E/9) on health as inclusion of social spaces in employment areas could provide wider benefits such as improved social contact which contributes to health.</p>		
13. Crime	<p>Potential beneficial impacts (E/8) as redevelopment will revitalise the area, removing derelict and underused buildings, and this could help to reduce the fear of crime. The policy requires redevelopment to be to a high design standard and this should include measures</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	which design out crime.		
14. Open space	<p>Beneficial impact (Policy E/5) as the site will provide enhanced open space to include enhanced nature conservation value and will enable quiet enjoyment of the natural environment.</p> <p>Beneficial impact (E/8) because the wooded Local Green Space known as ‘The Copse’ (which contains TPO’d trees) must be retained in any proposals.</p> <p>Beneficial impact (Policy E/7) as the site will provide a green wedge on the western part of the Ida Darwin site that will provide enhanced public access to the countryside</p>		
15. Housing	<p>Beneficial impact (E8) as the policy area include the provision of residential development including work/live units</p> <p>Beneficial impact (Policy E./7-E/5) as the site could provide a sustainable housing led urban extension of Cambridge and will help to meet the high level of housing need in the District. Affordable housing will be included on the site as will housing for all sectors of society including those with disabilities.</p> <p>Minor beneficial impact (Policy E/7) as the site will provide for some residential development alongside development of mental healthcare facilities.</p>		
16. Inequalities	Beneficial impact (Policy E/7 and E/5) as the sites will provide housing for all sectors of society including		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>those with disabilities.</p> <p>Beneficial impact (Policy E/12, E/13, E/14, E/16, E/22) on inequalities as supporting rural employment and retail development may contribute to addressing rurality issues that areas of the District face in terms of access to employment.</p>		
17. Services	<p>Beneficial impact (Policy E/5) as the policy makes it clear that any scheme must maintain the vitality of Papworth Everard village including the housing and employment balance.</p> <p>Minor beneficial impacts (E/8) the area proposed by Ex2 has good access to services within Histon and Impington, and further services can be accessed in Cambridge by public transport using the Guided Busway which has at least an hourly daytime service.</p> <p>Beneficial impact (Policy E/7) although the scale of development would not provide opportunities for any significant new services and facilities other than open space to serve the development, the site has reasonable accessibility on foot to local services and facilities being around 15 minutes away.</p> <p>Beneficial impact (Policy E/21) on services as the policy aims to support retail development in village centres.</p> <p>Beneficial impact (Policy E/22) as ensuring the impact of significant retail development on vitality and viability of existing centres is appropriately considered has positive benefits for access to services and facilities.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
18. Community	Beneficial impacts (E/8) as the policy suggests that the development should include community use, and additionally the suggests that the former station building and Railway Vue public house could be used for community facilities, although it does not require this.		
19. Economy	<p>Significant beneficial impact (Policy E/1) as reflecting the Employment Land Review, there are particular benefits to this location for supporting the continued success of the Cambridge area economy. Evidence suggests a shortage of office space, particularly focused on the northern fringe around Cambridge Science Park.</p> <p>Beneficial impact (Policy E/5) as the Papworth Hospital site will be either redeveloped for healthcare or for other B1 business use. This is consistent of the policy to make the main focus of jobs growth in and around Cambridge and to maintain the employment balance in the village as the current hospital provides over 1000 jobs.</p> <p>Beneficial impact (Policy E/3 and E/4) as the completion of the sites could provide access to local jobs.</p> <p>Significant beneficial impact (E2) the site policy proposes uses which respond to the needs identified within the Employment Land Review through the extension to the high tech industrial park (Peterhouse Technology Park), it therefore helps to meet the needs of business through allowing for growth of high tech industries. It is likely to have a neutral impact on the shopping hierarchy.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Beneficial impact (E/8) as the policy area supports business development through allowing a range of commercial uses (classes B1, A1 and A3) and could help meet the needs of the local workforce through provision of a diversity of job opportunities, including by providing start-up premises which are currently lacking. The new uses should complement facilities already present in the village and maintain the vitality and viability of the village.</p> <p>Beneficial impact (Policy E/4) as the policy will promote the industries that thrive in the District.</p> <p>Beneficial impact (Policy E/9) on economy as shared social spaces support the vitality of existing business areas.</p> <p>Beneficial impact (Policy E/11) on economy as continuing to restrict warehousing and distribution whilst being more flexible about office uses and manufacturing will help support the future economy of the area as the Cambridge sub regional economy matures and changes.</p> <p>Beneficial impact (Policy E/12, E/13, E/14, E/17, E/18, E/19, E/20, E/22) on economy as the policy will promote employment and retail development that can help to sustain the rural economy and help support working farms.</p> <p>Potential for significant benefits (Policy E/21) as the policy supports the expansion of viable rural businesses, particularly as the agricultural sector makes a significant contribution to the District's economy</p> <p>Beneficial impact (Policy E/15, E/16) as the policy will help ensure that established employment areas and existing businesses can respond to changes in</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>circumstance and ensure they make the most of the land resource available to them.</p>		
<p>20. Work</p>	<p>Significant beneficial impact (Policy E/1) as reflecting the Employment Land Review, there are particular benefits to this location for supporting the continued success of the Cambridge area economy.</p> <p>Beneficial impact (Policy E/3 and E/4) as the completion of the sites could provide access to local jobs.</p> <p>Beneficial impact (Policy E/5) as the Papworth Hospital site will be either redeveloped for healthcare or for other B1 business use. This will help to maintain employment in this area of the District and the policy makes it clear that any scheme must maintain the vitality of Papworth Everard village including the housing and employment balance.</p> <p>Beneficial impact (Policy E/7) as the site is near to significant concentration of employment development on the east of Cambridge</p> <p>Significant beneficial impact (E2) the site proposes extension to the high tech business park, and is likely to lead to job creation on the edge of Cambridge in an accessible location</p> <p>Significant beneficial impacts (E/8) because this policy proposes mixed use employment which will be developed comprehensively within the policy area, and ideally through a Masterplanning approach. The purpose of the allocation is to increase the ratio of employment to residential uses within Histon and Impington which has seen a significant decrease. It also</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>proposes residential development including live/work units.</p> <p>Beneficial impact (Policy E/9) on work as the policy will contribute to providing a range of employment including for start-ups and SME's. A particular need has been demonstrated for start-ups and low cost office and lab space.</p> <p>Beneficial impact (Policy E/10) on work as shared social spaces help employment areas can help increase worker's satisfaction with their work environment.</p> <p>Beneficial impact (Policy E/11) on work as continuing to restrict warehousing and distribution whilst being more flexible about office uses and manufacturing will help to ensure that a wide variety of highly skilled employment remains available.</p> <p>Beneficial impact (Policy E/12, E/13, E/14, E/17, E/18, E/19, E/20, E/21, E/22) on supporting rural employment and retail services as the policy may contribute to addressing rurality issues that areas of the District face in terms of access to employment. Policy applications for new retail development also ensures that new ares (such as those proposed as part of Northstowe) will not impact on the existing shopping hierarchy</p> <p>Beneficial impact (Policy E/15, E/16) as the policy will help ensure that established employment areas and existing businesses can respond to changes in circumstance and continue to provide employment opportunities.</p>		
21. Investment	Significant beneficial impact (Policy E/1) as reflecting the Employment Land Review, there are particular		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>benefits to this location for supporting the continued success of the Cambridge area economy.</p> <p>Beneficial impact (Policy E2 and E/8) on investment</p> <p>Beneficial impact (Policy E/9) on investment as promoting clusters of similar industries can help support provision for skilled employees. The policy will be kept under review in terms of the clusters it promotes and this should ensure that competition for land and higher rents do not drive certain sectors out of the area.</p> <p>Beneficial impact (Policy E/10) on investment as it could support the vitality of existing business areas, thus having an indirect impact on investment.</p> <p>Beneficial impact (Policy E/11) on investment as continuing to restrict warehousing and distribution whilst being more flexible about office uses and manufacturing ensures that services that support the high technology clusters can be accommodated.</p> <p>Beneficial impact (Policy E/12) on investment as there is a chance for clusters to develop on an appropriate scale in more rural areas thus having an indirect impact on investment.</p> <p>Beneficial impact (Policy E/15) on investment as the policy will help ensure that established employment areas and existing businesses can respond to changes in circumstance and ensure they make the most of the land resource available to them thus investing in services.</p> <p>Beneficial impact (Policy E/83) as the policy will help to ensure investment continues on working farms.</p> <p>Beneficial impact (Policy E/19) as the policy will help to ensure that visitor attractions in rural areas can</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	continue to invest in a responsible manner.		
22. Travel	<p>Significant beneficial impact (Policy E/1) as the site provides an opportunity to deliver employment provision in a highly accessible location. The increased accessibility provided by the guided bus and the new railway station means that higher employment densities are suitable and capable of being achieved.</p> <p>Significant beneficial impacts (E2) as the site adjoins the existing Peterhouse Technology Park, and is on the edge of Cambridge ensuring good access</p> <p>Significant beneficial impacts (E/8) the area has exceptional transport and infrastructure links and will be served by the Guided Busway, which links the area with Cambridge. It will offer employment and residential uses which will also help reduce the need to travel. It also proposes residential development including live/work units.</p> <p>Uncertain impact (Policy E/7) as Fulbourn is currently served by the Citi1 bus service, which runs at a frequency of 3 buses per hour. This takes 45 mins to reach the city centre from the bus stop outside the hospital. Fulbourn has an off-road cycleway that runs to the edge of Cambridge. Fulbourn is one of the closer Rural Centres to Cambridge and offers the potential for sustainable travel by both bus and cycle, but is likely to still have a relatively high modal share for the private car unless journey times into the city by public transport can be reduced.</p> <p>Beneficial impact (Policy E/5 and E/7) as the policies</p>	<p>Mitigation measure: Policies E/15, E/18 and E/20 should refer to the potential impact on traffic and should require an assessment of traffic impacts before development/redevelopment goes ahead.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>will aim to replace healthcare jobs, thus reducing out commuting from the village.</p> <p>Beneficial impact (Policy E/3 and E/4) as most of the sites are on the edge of better served group villages in terms of transport, however access to public transport in some cases is relatively poor.</p> <p>Beneficial impact (Policy E/11) as restricting warehousing and distribution centres will limit development which could increase pressure on transport networks.</p> <p>Beneficial impact (Policy E/12, E/14) as the policy may encourage people to work where they live.</p> <p>Employment uses in villages could attract workers who live in other areas thus increasing mileage. However, on balance, providing employment in villages will generally be positive as the alternative at the moment in many villages is out commuting to Cambridge.</p> <p>Beneficial impact (Policy E/13) as although sites will be less accessible than central sites the policy does state that sites should be easily accessed by foot or cycle. In addition, any policy that improves employment opportunities in rural areas should be positive for reducing mileage.</p> <p>Uncertain impact (Policy E/15, E/18, E/20) as the sites are located in rural areas and any change in their use could impact upon traffic and the issue of traffic is not addressed within the policy.</p> <p>Significant beneficial impact (Policy E/16, E/17, E/19) on travel. The policies could enable development in rural areas, potentially away from more sustainable</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>transport opportunities. However, the policies will ensure that development will not have an adverse impact on traffic, thus minimising this risk and they also provide for sustainable travel options.</p> <p>Beneficial impact (Policy E/21, E/22) on travel as delivering a hierarchy of centres supports sustainable travel objectives by ensuring large scale facilities are delivered in appropriately accessible locations where alternatives to the car are available. Both policies address the issue of scale.</p> <p>Beneficial impact (Policy E/23) as the policy would restrict development in less accessible locations.</p>		

Chapter 9: Promoting Successful Communities

Policies assessed

Policy SC/1: Allocation for Open Space

Policy SC/2: Health Impact Assessment

Policy SC/3: Protection of Village Services and Facilities

Policy SC/4: Meeting Community Needs NEW SUB-REGIONAL COMMUNITY AND LEISURE FACILITIES ass supporting text to Policy SC/4 (rather than adding a new policy) from Appendix E

Policy SC/5: Hospice Provision

Policy SC/6: Indoor Community Facilities

Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments

Policy SC/8: Open Space Standards

Policy SC/9: Protection of Existing Recreation Areas, Allotments and Community Orchards

Policy SC/10: Lighting Proposals

Policy SC/11: Noise Pollution

Policy SC/12: Contaminated Land

Policy SC/13: Air Quality

Policy SC/14: Hazardous Installations

Policy SC/15: Odour and other fugitive emissions to air

Appraisal scores table

SA Obj	SC/1	SC/2	SC/3	SC/4	SC/5	SC/6	SC/7	SC/8	SC/9	SC/10	SC/11	SC/12	SC/13	SC/14	SC/15
1. Land / soil	-	~	~	?	?	?	?	?	+	~	~	+	~	~	~
2. Waste	~	+	~	~	~	~	~	~	~	~	~	~	~	~	~
3. Pollution	~	+	~	~	~	~	~	~	~	+	+	+	+	+	+
4. Prot. Sites	?	+	~	~	?	~	+	~	+	+	~	~	+	-	~
5. Habitats	?	+	~	~	?	~	+	~	+	+	~	~	+	-	~
6. Green spaces	~	+	~	~	?	~	+++	+++	~	~	~	~	~	~	~
7. Landscape	?	+	+	~	?	~	~	~	+	+	+	~	~	~	~
8. Heritage	?	~	~	~	?	~	~	~	~	+	~	~	+	~	~
9. Places	~	+	+	+	~	~	+	+	+	+	+	~	~	~	~
10. Climate mitig.	~	+	~	~	~	~	~	~	~	+	~	~	+	~	~

Issue:

11. Climate adapt.	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~
12. Health	+	+	~	+	+	+	+	+	+	+	+	+	+	+++	+
13. Crime	~	+	~	~	~	~	~	~	~	+	~	~	~	~	~
14. Open space	+	+	~	+	~	~	+++	+++	~	+	+	~	~	~	~
15. Housing	~	+	~	~	~	~	~	~	~	+	+	+	+	+	+
16. Inequalities	+	+	+	+	~	+	+	+	~	~	~	~	~	~	~
17. Services	+	+	+	+	+	+	+	+	+	~	~	~	~	~	~
18. Community	+	~	+	+	~	+	+	+	+	~	~	~	~	~	~
19. Economy	~	~	+	+	~	~	~	~	~	~	~	~	~	~	~
20. Work	~	~	+	+	~	+	+	~	~	~	~	~	~	~	~
21. Investment	~	~	~	+	~	+	~	~	~	~	~	~	~	~	~
22. Travel	?	+	+	+	+	+	+	+	~	~	~	~	+	~	~

Issue:

23. Trans. Infr.	~	+	~	~	~	~	~	~	~	~	+	~	~	~	~
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Detailed assessment table

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Uncertain impact (Policy SC/4) on use of greenfield/ agricultural land as it is not yet known where these facilities will be provided</p> <p>Uncertain impact (Policy SC/6) on use of greenfield/ agricultural land as it is not yet known where these indoor community facilities will be provided</p> <p>Uncertain impacts (Policy SC/5) because a site is not allocated by the local plan. However, the policy directs development towards sites within development frameworks, which are less likely to be green field sites or agricultural land, is also suggests that sites within the green belt will only be considered under exceptional circumstances.</p> <p>Uncertain impact (Policy SC/7 and SC/6) on use of greenfield/ agricultural land as it is not yet known where these outdoor community facilities will be provided</p> <p>Negative impact (Policy SC/7) as all the known allocations are on agricultural land</p> <p>Beneficial impact (Policy SC/9) on reducing the use of greenfield land, as this policy protects existing community orchards and allotments from loss through development</p> <p>Minor beneficial effect (Policy SC/12) as the policy provides for the use of contaminated land where this can be appropriately remediated for the proposed use, thereby enabling the use of previously developed land and contribute to reducing the need for the use of undeveloped land</p>		
2. Waste	<p>Beneficial impact (Policy SC/1) on waste management and recycling as these can be covered as one of the determinants of health within HIA</p>	<p>Enhancement measure: Policy SC/1 include waste management and recycling as one of the determinants of health specified in the SPD on</p>	

Issue:

		HIA including for smaller developments	
3. Pollution	<p>Beneficial impact (Policy SC/1) on outdoor and indoor air quality, and reducing light pollution, noise, odour and vibration, which can impact on health through consideration in HIA</p> <p>Beneficial impact (Policy SC/10) on preventing and reducing light pollution impacts as the policy aims to reduce light spill and glare. The supporting text also refers to intrinsically dark landscapes which should also mean upward light transmission also falls to be controlled by this policy</p> <p>Beneficial impact (Policy SC/11) on reducing noise pollution in the District</p> <p>Beneficial impact (Policy SC/12) on reducing the levels of land pollution, through ensuring that contaminated land issues are dealt with as part of any development</p> <p>Beneficial impact (Policy SC/13) on reducing air pollution and increasing air quality through requirements for development not to worsen air quality in declared Air Quality Management Areas (AQMAs), or generate the need for declaration of a new AQMA. Additionally, the policy allows for refusal of proposals which would lead to unacceptable standards of air quality if developed</p> <p>Beneficial impact (Policy SC/14) on reducing pollution through the careful siting of hazardous installations</p> <p>Beneficial impact (Policy SC/15) on air pollution through reducing odour and other fugitive emissions to air</p>	<p>Enhancement measure: Policy SC/1 include indoor and outdoor air quality as one of the determinants of health specified in the SPD on HIA including for smaller developments</p>	
4. Prot. Sites	<p>Potential minor beneficial impact (Policy SC/1) on biodiversity sites and protected species through considerations of the health benefits of provision of access to nature within HIA</p> <p>Neutral impacts likely (Policy SC/5) because although a site is not allocated by the local plan, the policy directs development towards sites within development frameworks, which are less likely to be protected sites; however they could still be used by protected species. Impacts on</p>	<p>Enhancement measure: Policy SC/1 include biodiversity (access to biodiversity) as one of the determinants of health specified in the SPD on HIA and screen in when development sites are located adjacent to protected sites</p> <p>Enhancement measure: Policy SC/13 could refer in the supporting text to considerations of impacts</p>	

Issue:

	<p>species would be dealt with by adherence to legislation at the planning application stage.</p> <p>Minor beneficial impact (Policy SC/7) on CWS orchards through the encouragement of provision of orchards within open space provision which may mean existing orchards are retained within development design, through the application of other Local Plan policies and legislation.</p> <p>Minor beneficial impact (Policy SC/9) on protected sites where these are also community orchards or informal recreation areas, as these open spaces could be protected from loss through development, and the supporting text suggests that development causing adverse impacts would be resisted. Application of the biodiversity policies of the plan will address the protection of orchards or informal recreation areas with high biodiversity value, thereby ensuring provision of resources with equivalent biodiversity value and the retention of high biodiversity value areas where there is an ‘excess of provision’</p> <p>Beneficial impact (Policy SC/10) on preventing and reducing light pollution impacts, as the supporting text supports the consideration of nature conservation which would include impacts on protected species which can be negatively affected by light pollution such as many species of bats</p> <p>Potential negative impact (Policy SC/13) on protected sites or species as it is unclear whether the policy requires consideration of these, although if these were likely to be significant affected legislation would ensure these issues were addressed, so the impact is more likely to be neutral, but has been recorded as minor negative following a precautionary approach and the in consideration of the fact that there may also be beneficial impacts on reducing air pollution which will help protect sites with habitats or species which are sensitive to air pollution impacts</p>	<p>of hazardous installations on protected habitats and species, in particular with reference to their ability to adapt to climate change should other land be affected</p>	
<p>5. Habitats</p>	<p>Potential minor beneficial impact (Policy SC/1) on characteristic biodiversity through considerations of the health benefits of provision of access to nature within HIA</p> <p>Uncertain impacts (Policy for Hospice provision) because a site is not allocated by the local plan. However, the policy directs development towards sites within development frameworks, which are less likely to</p>	<p>Enhancement measure: Policy SC/1 include biodiversity (access to biodiversity) as one of the determinants of health specified in the SPD on HIA including for smaller developments</p> <p>Enhancement measure: Policy SC/13 could refer in the supporting text to considerations of impacts</p>	

Issue:

	<p>have high habitat value.</p> <p>Beneficial impact (Policy SC/77) on biodiversity through the encouragement of provision of orchards within open space provision within or accessible to new large developments which is suggested within the supporting text to the policy</p> <p>Uncertain impact (Policy SC/1) on protected sites and species as it is not yet known where some of these allocations for open space will go</p> <p>Minor beneficial impact (Policy SC/9) on orchard habitats and characteristic species which can be found on orchards, allotments and informal recreation areas, as these open spaces could be protected from loss through development, and the supporting text suggests that development causing adverse impacts would be resisted. Application of the biodiversity policies of the plan will address the protection of orchards or informal recreation areas with high biodiversity value, thereby ensuring provision of resources with equivalent biodiversity value and the retention of high biodiversity value areas where there is an 'excess of provision'</p> <p>Beneficial impact (Policy SC/10) on characteristic species, which may be adversely affected by light pollution, such as song birds, by the policy intent to prevent and reduce light pollution impacts, as the supporting text supports the consideration of nature conservation</p> <p>Beneficial impact (Policy SC/13) on reducing air pollution which will benefit habitats or species which are sensitive to air pollution impacts</p> <p>Potential negative impact (Policy SC/14) on characteristic sites or species as it is unclear whether the policy requires consideration of these, although if these were likely to be significant affected legislation would ensure these issues were addressed</p>	<p>of hazardous installations on characteristic habitats and species, in particular with reference to their ability to adapt to climate change should other land be affected</p>	
<p>6. Green spaces</p>	<p>Beneficial impact (Policy SC/1) on green space provision through consideration in HIA</p> <p>Uncertain impacts (SC/x Hospice) as an allocation is not made by the plan.</p> <p>Significant beneficial impact (Policy SC/7) on public open space provision through requirements for outdoor play space, informal open space within or accessible to new large development</p> <p>Significant beneficial impact (Policy SC/8) on public open space provision</p>	<p>Enhancement measure: Policy SC/1 include access to green space as one of the determinants of health specified in the SPD on HIA</p>	

Issue:

	through requirements for informal open space and orchards within or accessible to new large development		
7. Landscape	<p>Beneficial impact (Policy SC/1) on landscape and townscape through consideration in HIA</p> <p>Beneficial impact (Policy SC/2) on townscape (village) character through support for maintaining local services within villages</p> <p>Uncertain impacts (SC/5) as an allocation is not made by the plan.</p> <p>Uncertain impact (Policy SC/7) on landscape and townscape as it is not yet known where all these allocations will be, and formal recreation may not always be appropriate particularly in some rural countryside locations</p> <p>Minor beneficial impact (Policy SC/9) on landscape through the retention of community orchards as these can contribute positively to local distinctiveness and landscape character</p> <p>Beneficial impact (Policy SC/10) on preventing and reducing light pollution impacts as the policy aims to reduce light spill and glare. The supporting text also refers to intrinsically dark landscapes which should also mean upward light transmission (sky glow) also falls to be controlled by this policy. Sensitive lighting can ensure that the character and townscapes, particularly historic ones is maintained</p> <p>Beneficial impact (Policy SC/11) on the tranquillity element of the experience of landscape through the policy's reduction of noise pollution, especially in the countryside and rural areas, but there can also be benefits to townscapes</p>	<p>Enhancement measure: Policy SC/10 supporting text could refer to the nationally recognised environmental zones, - Institute of Lighting Engineers' (ILE) environmental zone definitions (ILE, 2000). South Cambridgeshire is predominantly rural and many areas would be likely to fall within lighting zone E2, with the potential for some areas of intrinsically dark landscapes (E1) which may not be protected by statutory landscape designations.</p>	
8. Heritage	<p>Uncertain impact (Policy SC/7) on heritage as it is not yet known where all these allocations will be, and certain types of formal recreation and associated infrastructure may not always be appropriate within the setting of Conservation Areas or Listed Buildings</p> <p>Beneficial impact (Policy SC/10) on the amenity value of historic features since sensitive lighting can ensure that the character of historic area (Conservation Areas, the settings of Listed Buildings and Scheduled Ancient Monuments) is maintained, without excessive modern lighting infrastructure</p>		

Issue:

	<p>Minor and indirect potential beneficial impact (Policy SC/13) on heritage assets through reducing air pollution, high levels of which can cause damage to the historic fabric of buildings</p>		
9. Places	<p>Indirect beneficial impact (Policy SC/1) on quality of places through requirements to consider design impacts on health through HIA</p> <p>Beneficial impact (Policy SC/2) on quality of places through aiming to maintain existing service provision and preventing loss of key services for villages</p> <p>Beneficial impact (Policy SC/4) on quality of places through aiming to provide key services and facilities within new communities thereby contributing to places which work well, provided these have to adhere to high quality design and respect local character</p> <p>Beneficial impact (Policies SC/5, SC/8) on place making as open spaces can contribute to good placemaking, where these are well designed and sited</p> <p>Beneficial impact (Policy SC/9) on quality of places because retaining open spaces such as allotments and orchards can contribute to maintaining sense of place</p> <p>Beneficial impact (Policy SC/10) on quality of places because in some circumstances good quality lightings schemes can enhance the amenity of the built environment by highlighting buildings and open spaces of character</p> <p>Beneficial impact (Policy SC/11) on places through reducing noise pollution which will contribute to the amenity of places</p>		
10. Climate mitig.	<p>Beneficial impact (Policy SC/1) on energy use through consideration of energy efficiency and provision of natural lighting in HIA</p> <p>Indirect beneficial impact (Policy SC/10) on climate change mitigation, since the measures taken to reduce light pollution can result in increased energy efficiency overall because unnecessary lighting is avoided</p> <p>Indirect beneficial impact (Policy SC/13) on climate change mitigation through the measures required to be taken to reduce local air pollution, such as preparation of a Travel Plan for larger developments which would</p>		

Issue:

	be likely to include more sustainable travel options, thereby assisting with reduction of greenhouse gases		
11. Climate adapt.			
12. Health	<p>Beneficial impact (Policy SC/1) on health of residents through application of Health Impact Assessments to larger developments</p> <p>Beneficial impact (Policy SC/4) on physical and mental health through provision of health facilities and sports facilities, and meeting places and childcare nurseries enabling important opportunities for social interactions</p> <p>Beneficial impact (Policy SC/5) on physical health well being through its support for provision of hospice facilities.</p> <p>Beneficial impact (Policy SC/6) on physical and mental health through provision of space to accommodate indoor physical activities (for example yoga and short mat bowls) and meeting space for coffee mornings which can make an important contribution to both the mental and physical wellbeing of older people</p> <p>Beneficial impact (Policy SC/7) on physical and mental health through provision of play space and informal open space, which can include allotments and orchards facilities , which have the added benefit of opportunities to provide healthy food</p> <p>Beneficial impact (Policy SC/8) on physical and mental health through the setting of minimum levels of provision of play space and informal open space, including for sports, and separate minimum requirements for allotments and orchards which have the added benefit of opportunities to provide healthy food</p> <p>Beneficial impact (Policy SC/7) on physical health well being through the provision of recreation facilities</p> <p>Beneficial impact (Policy SC/9) on health and well being through the protection of existing recreation spaces, and allotments and community orchards which will maintain benefits of opportunities to provide healthy, fresh food</p> <p>Beneficial impact (Policy SC/10) on health and well being where light</p>		

Issue:

	<p>pollution is reduced, especially in residential areas where light trespass into dwellings can cause sleep disturbance, and these potential negative impacts are recognised in the policy’s supporting text</p> <p>Beneficial impact (Policy SC/11) on health through reducing noise pollution which can be a nuisance and have adverse health implications</p> <p>Indirect beneficial impact (Policy SC/12) on health through ensuring that remediation of contaminated land is appropriate for the proposed use, this will lead to the protection of human health</p> <p>Beneficial impact (Policy SC/13) on health through reducing air pollution and ensuring no local rises in air pollution thereby helping to avoid its adverse health implications. Minor and indirect beneficial impacts on health could arise through the mitigation measures required of developments such as the provision or promotion of other forms of transport such as walking and cycling through the Travel Plans required for larger developments</p> <p>Significant beneficial impact (Policy SC/14) on reducing risks to human health through the careful siting of hazardous installations and considerations of the suitability of other developments in the vicinity of already consented hazardous installations</p> <p>Beneficial impact (Policy SC/15) on health and amenity through reducing odour and other fugitive emissions to air</p>		
13. Crime	<p>Beneficial impact (Policy SC/1) on reducing crime and changing perceptions of crime through application of Health Impact Assessments to larger developments</p> <p>Beneficial impact (Policy SC/10) on reducing crime and fear of crime through well designed lighting schemes, reducing light pollution requires lighting to be better directed to the task which can often improve the impression of safety of an area, or the impression of security for sites where PIR lighting is well directed</p>		
14. Open space	<p>Beneficial impact (Policy SC/1) on improving open space provision through the consideration of access to public open space within HIA</p> <p>Beneficial impact (Policy SC/4) on public open space provision through</p>	<p>Enhancement measure: Policy SC/1 include access to open space as one of the determinants of health specified in the SPD on HIA</p>	

Issue:

	<p>requirements for sports facilities</p> <p>Significant beneficial impact (Policy SC/7) on public open space provision through requirements for outdoor play space, informal open space within or accessible to new large development</p> <p>Significant beneficial impact (Policy SC/8) on public open space provision through setting minimum levels of provision for outdoor space</p> <p>Minor beneficial impact (Policy SC/10) on the quality of public open spaces, through sensitive and adequate lighting provision</p> <p>Minor beneficial impact (Policy SC/11) on the quality of public open spaces, through ensuring that additional development does not have noise impacts on these open spaces, thereby maintaining their amenity value</p>		
<p>15. Housing</p>	<p>Beneficial impact (Policy SC/1) on provision of decent homes, which do not impact adversely on the health of residents</p> <p>Indirect beneficial impact (Policy SC/10) on provision of decent homes, which do not impact adversely on the health of residents because this policy seeks to ensure that light trespass into residential properties is reduced or mitigated within lighting schemes</p> <p>Beneficial impact (Policy SC/11) on provision of decent homes, which do not impact adversely on the health of residents through reducing noise pollution, and therefore nuisance</p> <p>Beneficial impact (Policy SC/12) on provision of decent homes, which do not impact adversely on the health of residents through ensuring that housing developments only occur on land which can undergo suitable remediation</p> <p>Beneficial impact (Policy SC/13) on provision of decent homes, which do not impact adversely on the health of residents through reducing local air pollution</p> <p>Beneficial impact (Policy SC/13) on provision of decent homes, which do not impact adversely on the health of residents through ensuring that new hazardous installations are located separately from housing and that new housing development is not permitted where it would create risks</p> <p>Beneficial impact (Policy SC/15) on provision of decent homes, which do</p>		

Issue:

	not impact adversely on the health or amenity of residents through reducing odour and other fugitive emissions to air		
16. Inequalities	<p>Beneficial impact (Policy SC/1) on health inequalities as HIA must consider the distribution of identified health effects within the population</p> <p>Beneficial impact (Policy SC/2) on continuing to address inequalities based on location by protecting existing services and facilities within villages</p> <p>Beneficial impact (Policy SC/4) on redressing inequalities through the requirements for developments to address the specific needs of different age groups, of people with disabilities, and faith groups and will be adaptable to population growth and demographic changes</p> <p>Beneficial impact (Policy SC/6) on redressing inequalities in provision and access to indoor space through the requirements for developments to address the specific needs of different groups and activities</p> <p>Beneficial impact (Policy SC/7) on redressing inequalities in provision and access to informal open space through the requirements for all scales of developments to provide this</p> <p>Beneficial impact (Policy SC/8) on redressing inequalities in provision and access to open space through the requirements for all scales of developments to provide this, minimum standards for allotment provision can also help redress inequalities in wealth and support health by enabling communities to grow their own food and opportunities for what can be achieved as a relatively low cost leisure opportunity</p> <p>Beneficial impact (Policy SC/7) on redressing inequalities in provision of open space as these allocation of extensions were made on the basis of assessments which identified shortfalls in levels of provision</p>		
17. Services	<p>Beneficial impact (Policy SC/2) on maintaining access to services and facilities as development which would result in loss of these within villages will not be permitted where this loss would cause unacceptable reductions in provision particularly where this would reduce the community's ability to meet its day-to-day needs</p> <p>Beneficial impact (Policy SC/4) on access to services and facilities through</p>		

Issue:

	<p>provision requirements within larger developments to meet needs and by promoting contributions for off-site provision for smaller developments</p> <p>Beneficial impacts (Policy SC/5) as the policy provides for hospice facilities within development frameworks.</p> <p>Beneficial impact (Policy SC/6) on access to indoor facilities through provision requirements within larger developments to meet needs and by promoting contributions for off-site provision</p> <p>Beneficial impact (Policy SC/7) on access to facilities, such as open space and play space, through provision requirements within developments, particularly for informal open space and by promoting contributions for off-site provision</p> <p>Beneficial impact (Policy SC/8) on access to different types open space as this policy sets minimum standards of provision for new development</p> <p>Beneficial impact (Policy SC/7) on access to services through the allocation of recreation areas, which will be targeted to those areas which have been identified as having current deficiencies</p> <p>Beneficial impact (Policy SC/9) on access to leisure opportunities provided by maintaining allotments and recreation areas and resisting their loss through development</p>		
<p>18. Community</p>	<p>Indirect beneficial impact (Policy SC/2) on enabling involvement in community activities through protection of village community buildings and meeting places</p> <p>Indirect beneficial impact (Policy SC/4) on enabling involvement in community activities through provision of community meeting places, library and other facilities</p> <p>Beneficial impact (Policy SC/6) on increased involvement with community activities through the provision of community meeting places</p> <p>Indirect beneficial impact (Policy SC/7) on increased involvement with community activities through the provision of community allotments and orchards within new developments</p> <p>Indirect beneficial impact (Policy SC/8) on increased involvement with community activities through the provision of accessible public space for</p>		

Issue:

	<p>informal and formal use, particularly through involvement in team sporting activities</p> <p>Beneficial impact (Policy SC/7) on participation in community activities through provision of recreation areas in locations where deficiencies have been identified</p> <p>Beneficial impact (Policy SC/9) on participation in community activities through restoring the loss of community orchards and allotments as well as recreation area.</p>		
19. Economy	<p>Indirect beneficial impact (Policy SC/2) on economic vitality through supporting the shopping hierarchy by preventing unacceptable losses of village shopping facilities</p> <p>Beneficial impact (Policy SC/4) on shopping hierarchy through requirements that new retail provision should not undermine the vitality and viability of nearby ‘town centres’</p>		
20. Work	<p>Beneficial impact (Policy SC/2) on helping people to gain access to work, through maintaining provision of facilities which will maintain jobs locally within villages (maintain the ratio of jobs per resident within villages)</p> <p>Indirect beneficial impact (Policy SC/4) on helping people to gain access to work, through provision of childcare facilities, and also provision of facilities which will create jobs locally and help to increase the ratio of jobs per resident within villages</p> <p>Indirect minor beneficial impact (Policy SC/6) on work opportunities through the provision of new indoor community facilities, which provide space for taught recreational activity classes, pre-school groups etc. and potential for associated job creation, or the enhancement of existing facilities which may create extra jobs</p> <p>Indirect minor beneficial impact (Policy SC/7) on work opportunities through the provision of new sports facilities, or the enhancement of existing facilities which may create extra jobs</p>		
21. Investment	<p>Beneficial impact (Policies SC/3, SC/4 and SC/5) on community services as this policy requires appropriate levels of provision for new</p>		

Issue:

	developments		
22. Travel	<p>Beneficial impact (Policy SC/1) on improving modal choice, through considerations of healthy ways to travel within HIA</p> <p>Indirect beneficial impact (Policy SC/2) on reducing the need to travel by reducing the likelihood of losses of local services within villages</p> <p>Beneficial impact (Policy SC/4, SC/4, SC/5 and SC/8) by enabling shorter journeys through requirements for provision of key services, facilities including open space provision with or local to the new developments</p> <p>Uncertain impacts (Policy SC/7) on reducing the need to travel because it is not currently known where all the allocations will be, although some provision will be through the extension of existing recreation areas</p> <p>Indirect beneficial impact (Policy SC/13) on climate change mitigation through the measures required to be taken to reduce local air pollution, such as preparation of a Travel Plan for larger developments which would be likely to include the provision of more sustainable travel options. The policy supporting text also promotes the co-location of uses which could help reduce the need to travel, or journey distances.</p>	<p>Enhancement measure: Policy SC/1 include considerations of healthy ways to travel as one of the determinants of health for SPD of HIA</p> <p>Enhancement measure: Policy SC/4 could be reworded in paragraph 3 to consider in the assessment of need, the sustainability of their accessibility</p>	
23. Trans. Infr.	<p>Beneficial impact (Policy SC/1) on making transport infrastructure safer for all users of the transport network through consideration of transport infrastructure and safer layouts within HIA</p> <p>Beneficial impacts (Provision of Hospices) on reducing the need to travel as developments is directed towards the development frameworks of settlements, in appropriate locations, thereby potentially reducing the need to travel for visitors.</p> <p>Beneficial impact (Policy SC/10) on making transport infrastructure safer for all users of the transport network though requirements to ensure that there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians, and requirements for road and footway lighting to meet the County Council’s adopted standards.</p>	<p>Enhancement measure: Policy SC/1 include considerations of transport safety as one of the determinants of health for SPD of HIA</p>	

Issue:

Chapter 10: Transport and Infrastructure

Policies assessed

Policy TI/1: Chesterton Rail Station and Interchange

Policy TI/2: Planning for Sustainable Travel

Policy TI/3: Parking Provision

Policy TI/4: Rail Freight and Interchanges

Policy TI/5: Aviation-Related Development Proposals

Policy TI/6: Cambridge Airport Public Safety Zone

Policy TI/7: Lord's Bridge Radio Telescope

Policy TI/8: Infrastructure and New Developments

Policy TI/9: Education facilities

Policy TI/10: Broadband

Appraisal scores table

SA Obj	TI/1	TI/2	TI/3	TI/4	TI/5	TI/6	TI/7	TI/8	TI/9	TI/10
1. Land / soil	~	~	+	~	~	~	~	~	?	~
2. Waste	~	~	~	~	~	~	~	+++	~	~
3. Pollution	+	+++	?	+	+	~	~	~	?	+
4. Prot. Sites	?	~	~	~	+	~	~	~	?	~
5. Habitats	?	~	~	~	+	~	~	+++	?	~
6. Green spaces	~	~	~	~	~	~	~	+++	~	~
7. Landscape	~	~	~	~	+	~	~	+	?	~
8. Heritage	~	~	~	~	~	~	~	+	?	~
9. Places	~	+	+	+	~	~	~	+	~	~
10. Climate mitig.	+	+	?	+++	+	~	~	~	~	+
11. Climate adapt.	~	~	~	~	~	~	~	+++	~	~

Issue:

SA Obj	TI/1	TI/2	TI/3	TI/4	TI/5	TI/6	TI/7	TI/8	TI/9	TI/10
12. Health	~	+	+	+	+	+++	~	+++	~	+
13. Crime	~	+	~	~	~	~	~	~	~	~
14. Open space	~	~	~	~	~	~	~	+	~	~
15. Housing	~	~	~	~	~	~	~	+	~	~
16. Inequalities	~	~	~	~	~	~	~	+	+++	+
17. Services	+	+	~	~	~	~	~	+++	+	+
18. Community	~	~	~	~	~	~	~	+	~	~
19. Economy	~	~	+	++	+	~	~	~	~	+
20. Work	+	+	~	~	~	~	~	~	~	+
21. Investment	~	~	~	~	~	~	~	+	+	+
22. Travel	++	+	?	+	~	~	~	~	+	+
23. Trans. Infr.	+++	+	~	+	~	~	~	++	~	~

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
1. Land / soil	<p>Neutral impacts overall (Policy TI/1) neutral impacts on undeveloped land as the policy safeguards land which is already previously developed, and therefore promotes the efficient use of land, although this benefit would be minor.</p> <p>Minor beneficial impact (Policy TI/3) as parking standards reduce the land taken up potentially by parking.</p> <p>Neutral impacts are likely from (Policies TI/4, TI/5, TI/6, TI/7 and TI/8) for this sustainability objective.</p> <p>Uncertain effect (Policy TI/9) as the policy does not propose allocations for development. Impacts are more appropriately assessed at the individual application stage.</p> <p>Neutral impacts are likely from (Policy TI/10) for this sustainability objective.</p>		
2. Waste	<p>Neutral impacts overall are likely for (Policies TI/1 to IT/7, and TI9/ and TI/10) on waste and waste reduction.</p> <p>Potential for significant beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including waste infrastructure).</p>		
3. Pollution	<p>Minor beneficial impact (Policy TI/1) as the rail interchange will provide travel options into Cambridge City and this could have an indirect beneficial impact on air quality. The absolute significance of this is difficult to predict.</p> <p>Potential for significant beneficial impacts (Policy TI/2) through promoting modal shift away from the private car and ensuring that infrastructure for sustainable modes is integral with development. This will have an indirect beneficial impact on air quality if this leads to reduction in miles travelled by private cars. Policy TI/2 also requires adequate</p>	<p>Mitigation measure: Monitoring of car parking standards should be set up to ensure standards are helping to meet the objectives of the Local Plan.</p>	

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>provision to mitigate the likely impacts (including cumulative impacts) of their proposal including on pollution. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.</p> <p>Uncertain impact (Policy TI/3) as the policy has moved away from maximum car parking standards and a more design led approach it is difficult to predict how it might affect car use and therefore pollution.</p> <p>Minor beneficial impact (Policy TI/4) as the policy retains infrastructure with potential to get freight off the roads, which could lead to a reduction in pollution as a result of reduced road traffic. The exact environmental benefits will depend upon whether proposals come forward during the life of the plan.</p> <p>Beneficial impact (Policy TI/5) as the policy aims to protect amenity and health requiring that the likely noise impact of the proposal is assessed. The policy also requires any light pollution to be addressed as part of proposals.</p> <p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Uncertain effects (Policy TI/9) as the policy does not propose allocations for development. Impacts are more appropriately assessed at the individual application stage.</p> <p>Beneficial impact (Policy TI/10) as the policy will promote broadband infrastructure. If this is successful in reducing mileage by private vehicle this will have an indirect impact on pollution.</p>		
4. Prot. Sites	<p>Uncertain impact (Policy TI/1) as Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species and the nature of the impact will depend upon these measures.</p> <p>Neutral impacts (Policy TI/2) as the locations of cycle ways and walking</p>	Mitigation measure: As Policy TI/3 is developed more detailed mitigation measures for the protection of Jersey Cudweed should be developed.	Development of the site will be subject to Policy NH/4 Biodiversity which will require ecological survey and mitigation measures to be proposed as part of the planning application process. This is considered sufficient to ensure the protection of Jersey

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>routes are unlikely to be on designated sites. Proposals would also be subject to Policy NH/4 Biodiversity which should prevent impacts on designated sites.</p> <p>Neutral impacts (Policy TI/3) as the locations of car parking are unlikely to be on designated sites.</p> <p>Neutral impacts (Policy TI/3) as the locations of rail freight interchanges are unlikely to be on designated sites and individual proposals would be subject to Policy HN/4 Biodiversity, and Habitats Regulations Assessment where required to protect European sites or protected species.</p> <p>Minor beneficial impact (Policy TI/5) as the policy requires that the effect of the proposal on nature conservation interests is assessed. Developments would also be subject to Policy NH/4 Biodiversity which will require ecological survey and mitigation measures to be proposed , and Habitats Regulations Assessment where required to protect European sites or protected species.</p> <p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p>		<p>Cudweed.</p>
<p>5. Habitats</p>	<p>Uncertain impact (Policy TI/1) as Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species and the nature of the impact will depend upon these measures. Development of the site will be subject to Policy NH/4 Biodiversity which will require ecological survey and mitigation measures to be proposed as part of the planning application process.</p> <p>Neutral impacts (Policy TI/2) as the locations of cycle ways and walking routes are unlikely to be on designated sites. Proposals would also be subject to Policy NH/4 Biodiversity which should prevent impacts on designated sites.</p>	<p>Mitigation measure: As Policy TI/3 is developed more detailed mitigation measures for the protection of Jersey Cudweed should be developed.</p>	<p>Development of the site will be subject to Policy NH/4 Biodiversity which will require ecological survey and mitigation measures to be proposed as part of the planning application process. This is considered sufficient to ensure the protection of Jersey Cudweed.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Neutral impacts (Policy TI/3) as the locations of car parking are unlikely to be on biodiversity action plan habitats. Proposals would also be subject to Policy NH/4 Biodiversity which should prevent impacts on important sites.</p> <p>Minor beneficial impact (Policy TI/5) as the policy requires that the impact of the proposal on nature conservation interests is assessed. individual proposals would be subject to Policy HN/4 Biodiversity.</p> <p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective. Potential for significant beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including ecological improvements).</p> <p>TI/9 Uncertain effect as the policy does not propose allocations for development. Impacts are more appropriately assessed at the individual application stage.</p>		
6. Green spaces	<p>Potential for significant beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including green infrastructure and green spaces).</p>		
7. Landscape	<p>Minor beneficial impact (Policy TI/5) as the policy requires that the impact of the proposal on the landscape, including the effects of any lighting, would need to be assessed. Proposals in tranquil areas would have to demonstrate their special case, which should include a justification of how the benefits of granting permission outweigh the erosion of tranquillity. In combination with Policy NH/3 Protecting and enhancing landscape character this should ensure that impacts are mitigated appropriately.</p> <p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including landscaping).</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>TI/9 Uncertain effect as the policy does not propose allocations for development. Impacts are more appropriately assessed at the individual application stage.</p>		
8. Heritage	<p>A neutral impact (Policy TI/5) on heritage for this policy is based on the assumption that proposals would also be subject to Policy NH/15 Heritage Assets which would either prevent inappropriate development or provide for appropriate mitigation and compensation measure where required.</p> <p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including preservation or enhancement of the historic landscape or townscape).</p> <p>TI/9 Uncertain effect as the policy does not propose allocations for development. Impacts are more appropriately assessed at the individual application stage.</p>		
9. Places	<p>Beneficial impact (Policy TI/2) through requiring new walking and cycle routes which has the potential to reduce the dominance of the private car on the streetscape, therefore contributing to spaces which work well and look good.</p> <p>Minor beneficial impact (Policy TI/3) through requiring a design-led approach whereby car parking provision is tailored to reflect the specific development. This policy strongly supports the objective and should lead to a more sensitive design of car parking than with the previous maximum standards and prevent dangerous spill over parking in dangerous locations. A minor benefit is recorded as parking design is only one element of good place design.</p> <p>Beneficial impact (Policy TI/4) as the policy retains infrastructure with potential to get freight off the roads, which could lead to more liveable places for many villages in the District if road freight levels are reduced.</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including community infrastructure and other changes that would improve communities.</p>		
<p>10. Climate mitig.</p>	<p>Beneficial impact (Policy TI/1) as the rail freight interchange will provide travel options into Cambridge City and this could have an indirect beneficial effect on climate</p> <p>Beneficial impact (Policy TI/2) through promoting modal shift away from the private car and ensuring that infrastructure for sustainable modes is integral with development. This will have an indirect beneficial effect on climate if this leads to reduction in miles travelled by private cars.</p> <p>Uncertain impact (Policy TI/3) as the policy has moved away from maximum car parking standards and a more design led approach it is difficult to predict how it might affect car use and therefore climate.</p> <p>Potential for significant beneficial impacts (Policy TI/4) as the policy retains infrastructure with potential to get freight off the roads, which could lead to a reduction in carbon emissions as a result of reduced road traffic. The exact environmental significance of the policy for climate change depends on the proposals which come forward during the life of the plan.</p> <p>Minor beneficial impact (Policy TI/5) as the policy requires that the effect of the proposal on sites with potential for renewable energy generation is assessed which could ensure that suitable areas are not ‘sterilised’ unnecessarily by aviation development</p> <p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/10) as the policy will promote broadband infrastructure. If this is successful in reducing mileage by private vehicle</p>	<p>Mitigation measure: Monitoring of car parking standards should be set up to ensure standards are helping to meet the objectives of the Local Plan.</p>	<p>The impact of car parking standards will be kept under review.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	this will have an indirect effect on climate.		
11. Climate adapt.	<p>Neutral impact (Policy TI/6) for this sustainability objective.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Potential for significant beneficial impacts (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including flood protection, and provision of sustainable drainage systems).</p>		
12. Health	<p>Beneficial impact (Policy TI/2) as the policy promotes provision of safe, direct routes within permeable layouts, promotes the widening and lighting of existing routes and requires adequate provision to mitigate the likely impacts of proposals (including pollution).</p> <p>Minor beneficial impact (Policy TI/3) as requiring cycle parking contributes to sustainable transport, and objectives for improving health by enabling opportunities for cycling to access services and facilities</p> <p>Minor beneficial impact (Policy TI/4) as the policy retains infrastructure with potential to get freight off the roads, which could lead to a reduction in pollution, nuisance and road safety issues as a result of reduced road traffic.</p> <p>Beneficial effect (Policy TI/5) as the policy requires that any safety issues arising from the proposal should be assessed.</p> <p>Significant beneficial effect (Policy TI/6) as the policy aims to minimise the number of people at risk of death or injury in the event of an aircraft crash on take-off or landing.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Significant beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including healthcare) and there contribute significantly to avoiding future health inequalities resulting from development using</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>capacity strain, and also to reducing existing health inequalities by improving the quality of existing provision where appropriate.</p> <p>Minor beneficial impact (Policy TI/10) as the policy could make accessing some health services / advice easier for those without access to transport.</p>		
13. Crime	<p>Neutral impacts (Policies TI/1, TI2 to TI/10) on reducing crime and the fear of crime.</p> <p>Beneficial impact (Policy TI/2) as the policy promotes provision of safe, direct routes within permeable layouts. Policy TI/2 also promotes the widening and lighting of existing routes and secure cycle parking</p>		
14. Open space	<p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Neutral impact (Policy TI/5) on open space provision as the policy requires that proposal consider the impacts on recreation provision.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including green and open spaces).</p>		
15. Housing	<p>Neutral impact (Policy TI/5) on dwellings and householders' quality of life as the policy requires that proposals consider impacts on local residents from noise pollution.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including affordable housing).</p>		
16. Inequalities	<p>Neutral impact (Policy TI/5) on inequalities as the policy will neither widen nor lessen inequalities in the plan area.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure which could reduce inequalities by ensuring facilities and</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>services are available for all.</p> <p>Significant beneficial impact (Policy TI/9) as the policy seeks to ensure consistency and equity in the way school places are planned across Cambridgeshire. It requires provision to improve the range of education facilities thereby assisting with reducing inequalities in provision for different education needs.</p> <p>Beneficial impact (Policy TI/10) as the as the policy could make accessing services easier for hard to reach groups.</p>		
17. Services	<p>Beneficial impact (Policy TI/1) as the rail freight interchange will provide travel options into Cambridge City and this could have a beneficial effect on accessing services.</p> <p>Beneficial impact (Policy TI/2) through provision of travel choices to access services.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Significant beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure and services.</p> <p>Minor beneficial impact (Policy TI/10) as the policy could make accessing some services / advice easier for those without access to transport.</p>		
18. Community	<p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure (including community services).</p>		
19. Economy	<p>Minor beneficial effect (Policy TI/3) on economic activity as a design led approach (rather than maximum standards) can be more reactive to the needs of individual businesses.</p> <p>Significant beneficial impact (Policy TI/4) as the policy retains infrastructure that could help support the economy. Freight is a large part</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>of the District’s economy.</p> <p>Minor beneficial impact (Policy TI/5) as the policy requires that the economic, employment or emergency services advantages likely to accrue to the area are assessed.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/10) as the policy promotes faster broadband connections which could help improve the competitiveness of local businesses.</p>		
20. Work	<p>Beneficial impact (Policy TI/1) as the rail interchange will provide travel options into Cambridge City, where there are significant jobs, and this could have a beneficial effect on accessing work.</p> <p>Beneficial impact (Policy TI/2) through provision of travel choices that should help to improve access to jobs.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Minor beneficial impact (Policy TI/10) as the policy promotes faster broadband connections which could help to promote more flexible working arrangements.</p>		
21. Investment	<p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Beneficial impact (Policy TI/8) as the policy would seek to mitigate the impact of development by ensuring appropriate investment in infrastructure.</p> <p>Minor beneficial impact (Policy TI/10) as the policy seeks to achieve investment in faster broadband connections.</p>		
22. Travel	<p>Significant beneficial impact (Policy TI/1) as the railway station will provide travel options into Cambridge City. This should help to improve</p>	<p>Mitigation measure: Monitoring of car parking standards should be set up to ensure standards are</p>	<p>The impact of car parking standards will be kept under review.</p>

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	<p>modal choice and integration through a multi-modal transport link with the Cambridgeshire Guided Busway.</p> <p>Beneficial impact (Policy TI/2) through provision of travel choices that should help to improve modal choice and integration.</p> <p>Uncertain effect (Policy TI/3) as the policy has moved away from maximum car parking standards and a more design led approach it is difficult to predict how it might affect car use. Car ownership levels are likely to rise in the short term, however, and it is arguable whether car parking measures could have more than a negligible effect on this. The provision of cycle parking could encourage more journeys to made by bicycle.</p> <p>Beneficial impact (Policy TI/4) as the policy retains infrastructure with potential to get freight off the roads. It does not reduce the need to travel, but it could increase the viability of rail freight as a distribution transportation choice.</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Minor beneficial impact (Policy TI/10) as the as the policy promotes faster broadband connections which could help to reduce road traffic if more flexible working arrangements are promoted and successful.</p>	<p>helping to meet the objectives of the Local Plan.</p>	
<p>23. Trans. Infr.</p>	<p>Significant beneficial impact (Policy TI/1) as the railway station and transport interchange will provide improved travel infrastructure once developed.</p> <p>Minor beneficial impact (Policy TI/2) through making the transport system safer for non-motorised users.</p> <p>Minor beneficial impact (Policy TI/4) as the policy retains transport infrastructure and prevents the loss of existing facilities at Duxford, Foxton, Fulbourn and Whittlesford</p> <p>Neutral impact (Policy TI/7) for this sustainability objective.</p> <p>Significant beneficial impact (Policy TI/8) as the policy would seek to</p>		

Issue:

SA Obj	Potential effect	Mitigation and enhancement	SCDC response
	mitigate the impact of development by ensuring appropriate investment in infrastructure (including transport infrastructure). Neutral impact (Policy TI/10) as there is no link to this SA Objective.		