

South Cambridgeshire Hall  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

t: 03450 450 500  
f: 01954 713149  
dx: DX 729500 Cambridge 15  
minicom: 01480 376743



22 May 2020

To: Councillors Tim Bick, Tom Bygott, Dr. Tumi Hawkins, Mike Sargeant,  
Katie Thornburrow, Dr. Aidan Van de Weyer and Tim Wotherspoon

Dear Sir / Madam

You are invited to attend the next meeting of **JOINT LOCAL PLANNING ADVISORY GROUP**, which will be held in **VIRTUAL MEETING - ONLINE** on **TUESDAY, 2 JUNE 2020** at **5.30 p.m.** This meeting will be held via Microsoft Teams and a web link to enable members of the press and public to listen to the proceedings will be published on the relevant page of the Council website by 5.00pm on the day before the meeting.

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution ***in advance of*** the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully  
**Liz Watts**  
Chief Executive

**Requests for a large print agenda must be received at least 48 hours before the meeting.**

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<b>AGENDA</b>		<b>PAGES</b>
<b>1.</b>	<b>Election of Chair and Vice Chair</b>	
<b>2.</b>	<b>Apologies</b>	
<b>3.</b>	<b>Declarations of Interest</b>	
<b>4.</b>	<b>Minutes of the Previous Meeting</b> To authorise the Chair to sign the minutes of the meeting held on 01 October 2019 as a correct record.	<b>1 - 8</b>
<b>5.</b>	<b>North East Cambridge Area Action Plan</b>	<b>9 - 722</b>
<b>6.</b>	<b>Greater Cambridge Local Plan: Issues &amp; Options Feedback</b>	<b>723 - 774</b>
<b>7.</b>	<b>Greater Cambridge Local Development Scheme</b>	<b>775 - 798</b>

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# Agenda Item 4

## JOINT LOCAL PLANNING ADVISORY GROUP

1 October 2019  
5.30 - 9.00 pm

**Present:** Councillors Hawkins (Vice-Chair), Bygott, Thornburrow (Chair), Sargeant, Bick and Wotherspoon

### **Officers Present:**

Joint Director for Planning and Economic Development: Stephen Kelly  
Assistant Director, Planning: Paul Frainer  
Planning Policy Manager (Interim): Philip Bylo  
Principal Planning Policy Officer (Transport): Jonathan Dixon  
Principal Planning Policy Officer (Strategy): Stuart Morris  
Committee Manager: Claire Tunnicliffe

### **Others Present:**

External Planning Consultant: John Williamson

## FOR THE INFORMATION OF THE COUNCIL

### **19/1/JLPAG Election of Chair and Vice Chair**

The Joint Director for Planning and Economic Development took the chair whilst the Advisory Group elected a Chair.

Councillor Sargeant proposed, and Councillor Hawkins seconded, the nomination of Councillor Thornburrow as Chair.

**Resolved** unanimously that Councillor Thornburrow be Chair for the ensuing year.

Councillor Thornburrow assumed the chair from the Joint Director for Planning and Economic Development at this point.

Councillor Sargeant proposed, and Councillor Bygott seconded, the nomination of Councillor Hawkins as Vice-Chair.

**Resolved** unanimously that Councillor Hawkins be Vice-Chair for the ensuing year.

*\*Committee Managers note: It has been agreed that South Cambridgeshire District Council's Democratic Services will take over the administration of Joint Local Planning Advisory Group in the new municipal year 2020/21. Therefore it would be favourable for the election of Chair and Vice Chair to run to the end of the municipal year 2019/20.*

**19/2/JLPAG Apologies**

Apologies were received from Councillor Van de Weyer.

**19/3/JLPAG Declarations of Interest**

No declarations of interest were made.

**19/4/JLPAG Terms of Reference**

The terms of Reference was noted.

**19/5/JLPAG Greater Cambridge Local Plan: Issues & Options Consultation**

Members were presented with the Greater Cambridge Local Plan: Issues and Options consultation; the report sought comments on the proposed content of, and the consultation for the Greater Cambridge Local plan, known as the Issues & Options consultation, preparing the next Joint Local Plan by Cambridge City Council and South Cambridgeshire District Council.

The report referred to the following:

- An overview of the Local Plan process.
- The member governance process ahead of the Issues & options consultation.
- The findings of a Lessons Learned and Good Practice review of the adopted local plans.
- Statement of Consultation.
- The draft Issues & Options text for consultation and supporting documents.
- The proposed consultation and engagement plan for the Issues & Options consultation.

Proposed recommendations and suggested revision would be shared with each local authority's separate democratic processes for discussion and formal agreement of the consultation documents.

Following a presentation on the review of the local plan process and the lessons learnt, Members said the following:

- i. Disappointed to note no one from South Cambridgeshire District Council's (SCDC) previous administration who had been invited for interview had been able to take part (Annexe A, p61 agenda pack).
- ii. It had been a false economy to undertake the green belt assessment in-house.
- iii. Inexcusable for Cambridgeshire County Council not to have the Cambridge Sub-Regional Model ready to undertake scenario testing at an early stage in the process; the transport model was then seen as an afterthought.
- iv. The Local Plans were too long; a shorter plan could have been produced with reference to the National Planning Policy Framework supplying many of the development management policy content.
- v. The SCDC site selection had been left to the end of the process, resulting in consultation responses suggesting that new settlements were the preferred choice rather than expansion of existing villages.
- vi. There had been insufficient Member buy-in across all political parties at SCDC.
- vii. SCDC Members had not felt engaged in the process of the last Local Plan.
- viii. Asked why Leeds Climate Commission and the work of the Lake District National Park Authority had been highlighted as being of particular significance for the Greater Cambridge Local Plan.
- ix. Queried if suggestions from members of the public that strengthen the Plan could be included in the forthcoming joint Local Plan
- x. Asked if it had been identified how to improve engagement with those individuals / groups who had not responded to consultations in the past.
- xi. Would be good to have read examples on those local authorities who had not been successful in producing a joint plan; lessons could be learnt not just from examples of good practice.
- xii. Questioned what was needed to ensure that the Greater Cambridge Local Plan was treated as a single plan.
- xiii. Enquired if the subject of transparency had been referenced in the interviews regarding lessons learnt and how it could be addressed with the Greater Cambridge Local Plan.

In response the external planning consultant and Joint Director for Planning and Economic Development said the following:

- i. The Leeds Climate Commission provided a good example of a strategy that had been developed within the city.
- ii. The Lake District National Park Local Plan consultation had demonstrated effective engagement with the community through a range of different of methods. A record number of responses had been received.
- iii. The consultation process should include open questions to allow significant flexibility for responses. At later stages in the process, respondents' comments and how these had been considered within the plan would be shared.
- iv. The Town and County Planning Association provided examples of good practice of stakeholder engagement; referred back to the Lake District National Park Local Plan as an example of good practice.
- v. The Lake District National Park Local Plan document was easily readable and therefore accessible; the questions which had been put forward were understandable.
- vi. The West of England (four authorities focused on Greater Bristol) had been referenced in the report as an example of a joint plan which had failed.
- vii. Believed the current local plan system was not designed for more than a few local authorities to work together on a joint local plan; possibly it could be too challenging politically.
- viii. The subject of transparency had not been a significant issue raised from lessons learnt; it was always good practice not to ask closed questions as part of the consultation and encourage open discussion.
- ix. Moving forward officers would test Members with difficult questions which would be politically challenging and problematic to answer but this would test the strategy of the plan.
- x. The matter of clarity was important and the communication process had to be good and consistent.

The Planning Policy Manager gave an introduction on the stakeholder workshops undertaken ahead of the issues and options stage (p89 of the agenda pack). Issues raised within the workshops revolved around the following seven themes:

- i. Climate Change
- ii. Biodiversity
- iii. Wellbeing and equality.
- iv. Quality places

- v. Jobs
- vi. Infrastructure
- vii. Housing

In response to the presentation on consultation, Members said the following:

- i. Noted a low turnout of those individuals representing Residents' Associations who had attended the workshops; usually these groups were highly engaged so it was important to get the message right.
- ii. Vital to ensure the consultation was inclusive to a wider range of individuals.
- iii. Acknowledged it was difficult to get people who were experiencing housing need to the workshops. But it was imperative that they were given an opportunity to voice their opinion which was something that officers needed to consider on how this could be achieved.
- iv. Enquired to what extent it would be possible to hand down control of development at village level; how could those living in a village become more engaged and not overwhelmed with the detail at regional level?
- v. There were villages in South Cambridge whose residents recognised the need for development.
- vi. Needed to enquire with various communities what events could accommodate workshops with officers going out into the community.
- vii. Recommended to speak with the City Council's Community Funding & Development Manager who could advise on engagement with a broad spectrum of community groups.
- viii. Had to figure out how the consultation process would reach the residents in Cambridge City and those in rural areas; should they be treated differently?
- ix. Important to be clear how the Greater Cambridge Local Plan would impact on people's daily lives.
- x. The plan was for the future, therefore it was important to engage with younger people.

In response the Joint Director for Planning and Economic Development and Assistant Director made the following statements:

- i. Recognised that communication was a key factor throughout the entire process and different approaches were being considered.
- ii. In conjunction with the workshops and various social media platforms, pop-up events would be taken to locations such as schools, community centres, and resident and housing associations.

- iii. Members and staff would be asked to identify places and events where the pop up events could take place throughout December and January.
- iv. Part of being able to engage effectively was to ensure simple accessible dialogue which did not intimidate the reader.
- v. Currently in the process of recruiting a communications officer to work on event management, logistics and communication.
- vi. A SCDC and City Council officer group had been set up with officers from various disciplines to offer suggestions and advice throughout the consultation process. When the County Council had switched over to Office 365 this could then be opened up to the County Officers.
- vii. Acknowledged that it did not always have to be planning officers who should attend the pop up events.
- viii. The Greater Cambridge Local Plan would be a digital first plan which would enable the consultation to be easily accessible to a wide demographic.
- ix. A more structured approach was being taken with the communication strategy to deliver a consistent message throughout the process.

The Principal Planning Policy Officer provided a brief presentation on the issues and options draft document (Appendix E)

Members were asked to consider in general the headline themes, presentation, and content of the document. All individuals' comments that Members had on the draft issues and options text should be sent to the Officers directly.

Members made the following comments:

- i. Officers should recognise that the internet was not accessible to all.
- ii. Structure of the document should be reviewed, taking into consideration its web and print forms, in order to attract and maintain the attention of readers.
- iii. The web version should be headline grabbing; the user could choose which menu was relevant to them.
- iv. With regards to the big themes, there were potential conflicts between these themes which needed spelling out more clearly.
- v. There should be an explicit explanation of why no growth was not an option, with reference to existing council commitments and government policy requirements.



- vi. Spatial choices were a technical phrase and should be explained more fully.
- vii. The document needed to be accessible; the language less technical and more inclusive so that it was engaging to the reader.
- viii. Further work was required on the questions included within the document, not all were open questions; blank boxes should also be used to encourage people's own views. This should be consistent throughout.
- ix. Quantitative prioritising questions: for all themes these should be brought together as prioritisation of themes (top priority/high priority/low priority).
- x. Question 32 regarding spatial choices should be reviewed to allow those responding to provide answers involving a blend of options or percentage preference.
- xi. Questioned if the document had to be so long; was all the information necessary.

The Joint Director for Planning and Economic Development thanked the Advisory Group for their comments and explained that it was likely the number of responses to the consultation would be in the thousands. Therefore there had to be a balance that would allow comments and a form of quantitative distinction between what people had said in their narrative and what they had said when forced to make a choice. This would help provide feedback to Members and draft the spatial strategy.

The following points were then noted:

- i. Further work was required on the text of the Issues and Options document and on the questions included within it.
- ii. A further iteration of the document should be subject to additional appropriate scrutiny, ahead of the public consultation.
- iii. The Cambridge City's Planning & Transport Scrutiny Committee scheduled for 14 October should be postponed to allow any changes of the document to be made arising from JLPAG's discussion. This would allow the Cambridge City's Scrutiny Committee to consider an evolved version of the document.
- iv. In addition to this, if further changes were required to the documents after the respective scrutiny meetings, a meeting of the JLPAG could be scheduled for editorial purposes.
- v. Consultation on the Local Plan Issues & Options stage should begin in January 2020, not at the start of the Christmas period.

- vi. The consultation period should include a reasonable amount of time within the university term, as many members of the Cambridge community work to this calendar.

The Joint Local Planning Advisory Group

**Resolved** unanimously to:

- i. Note the Lessons Learned and Good Practice review (Appendix A)
- ii. Note the Statement of Consultation (Appendix B); and
- iii. Recommend to the respective council's decision-making processes that they should agree to consult on the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B, F, G and H), subject to incorporating the changes contained in the separate advice from JLPAG note to be provided.

The meeting ended at 9.00 pm

**CHAIR**

# Agenda Item 5

**Report to:** Joint Local Planning Advisory Group (JLPAG) 2<sup>nd</sup> June 2020

**Lead Members:** Deputy Leader (SCDC) – Cllr Aidan Van der Weyer  
Executive Cllr for Planning Policy & Open Spaces (City) – Cllr Katie Thornburrow

**Lead Officer:** Stephen Kelly, Joint Director for Planning and Economic Development

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

### Executive Summary

- 1.1 This report introduces the draft Area Action Plan (AAP) that presents the councils' preferred approach for managing development, regeneration and investment in North East Cambridge (NEC) over the next fifteen years and beyond. It follows public consultation on Issues & Options in February 2019 that sought to elicit views on a wide range of options for how the area might change, the issues and challenges facing the area, and how these might be addressed.
- 1.2 The draft AAP represents a further informal consultation stage in the Plan's preparation, inviting stakeholders and the public to view and comment on the councils' detailed proposals for development management policies and the contribution individual sites and the district's centres will make, in terms of housing, employment, and social and physical infrastructure, towards delivery of the objectives and vision for the area as a whole.
- 1.3 The draft AAP is to be reported to the respective decision-making committees of the councils in June with a recommendation to publish in July 2020 for a ten-week period of informal public consultation. The extended period of consultation is in recognition of the summer holiday period and the current circumstances regarding Covid 19 and the implications for consultation and community engagement.
- 1.4 A separate report on the agenda for this JLPAG meeting addresses updates to the Local Development Scheme, for both the North East Cambridge Area Action Plan and the Greater Cambridge Local Plan.

## **Key Decision**

### 1. Yes

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

## **Recommendations**

### 2.1 The Joint Local Planning Advisory Group (JLPAG) is recommended to:

1. Recommend the name of the AAP be formally changes to the North East Cambridge Area Action Plan and the boundary of the Area Action Plan be amended to be as shown on the new Policy map (Appendix A).
2. Review and comment on the draft North East Cambridge Area Action Plan: consultation document (Appendix B);
3. Note the response to comments received to the Issues & Options document as set out in the Statement of Consultation (Appendix C);
4. Note the findings of the updated Joint Equalities Impact Assessment, Draft Sustainability Appraisal, and Draft Habitats Regulation Report (Appendices D, E and F respectively); and
5. Recommend to the respective Councils decision-making processes that they should approve the draft North East Cambridge Area Action Plan, and supporting documents, for a ten-week period of public consultation.

## **Reasons for Recommendations**

- 3.1 To confirm the name of the NEC AAP for the purposes of the Local Development Scheme and next stage of work and to reflect that the AAP boundary has been amended to better reflect the areas subject to future development.
- 3.2 To progress the NEC AAP through the various stages of informal and formal consultation on its way to adoption as part of the development plan for Greater Cambridge.
- 3.3 The current stage represents the last informal consultation on the AAP, inviting comment on all aspects of the plan, including the vision and strategic objectives, the emerging spatial framework and proposed development management policies, as well as the supporting evidence base studies and the council's response to previous comments received.
- 3.4 In addition, JLPAG members are invited to comment on the proposals for community engagement and consultation activities recognising the constraints and opportunities posed by Covid 19. Recommendations from JLPAG will be

communicated to each council's separate democratic processes for discussion and formal agreement.

## **4. Background**

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

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

- 3.4 The City Council and Anglian Water have been successful in a bid for Housing Infrastructure Funding to inter alia, relocate the WTP that, along with the City Council owned former driving centre site, comprises a significant part of the North East Cambridge AAP area referred to as the 'Core Site'.
- 3.5 The proposed relocation of the WTP, will deliver critical water recycling services to residents in and around Cambridge in a new, modern, low-carbon facility. Its relocation will release brownfield land and enable the regeneration of the wider area, making provision for circa 8,000 new homes and around 20,000 new jobs. Further details on the relocation process for the WTP, and the process by which the Core Site is intended to be brought forward for development, are outlined in Appendix G to this report.
- 3.6 The AAP being drafted by the Councils is therefore predicated on the WTP being relocated and is required to support the Development Consent Order application for the relocation of the WTP.

### Issues and Options consultation 2019

- 3.7 An "Issues and Options" report was published for consultation on 11th February 2019. It included 80 questions for the public and stakeholders to consider and respond to. During the consultation period a programme of drop in exhibition events were held both within the AAP area and neighbouring communities at which a summary leaflet was also distributed. Meetings were also held with the Landowners and Community Liaison Forums. In all, over 1,200 comments were received. These are provided in summary in the attached Statement of

Consultation (Appendix C) along with councils proposed response to the matters raised and how these have been considered in preparing the Draft AAP. Further information on the 2019 consultation is available in Appendix G.

## 5. Draft Area Action Plan

- 5.1 The current draft of the AAP is set out at Appendix B. It should be noted that it is still being further refined to take account of recommendations that have come through from the initial Sustainability Appraisal (see Appendix E) and other evidence base studies, as well as input from members and officers across the two authorities. The graphics and images in the current draft AAP are also being updated for final publication.
- 5.2 Being the 'preferred option' stage of plan-making, it is much longer than the final AAP will be. This is because this iteration needs to address the previous comments received, how these have been taken into account, outline the reasonable alternatives considered, and set out why the approach being put forward is preferred.
- 5.3 Being mindful of the length and complexity of the issues at consideration, we are proposing different approaches to consultation that seek to engage respondents on 10 big issues. Further details on the consultation methods planned are outlined at Appendix K.

### Purpose of the AAP

- 5.4 The purpose of the AAP is to establish a framework for the comprehensive and co-ordinated regeneration of North East Cambridge, and to set out the means to achieving this through planning and partnership working.

### Vision, Objectives and Strategy

- 5.5 The vision, strategic objectives and spatial strategy for North East Cambridge are set out in the introductory chapters (1, 2 & 3) of the draft AAP. The purpose of these sections of the document are to set out the kind of place we want North East Cambridge to be like in the future, and to outline the broad development strategy to deliver the vision and objectives. It considers the key issues facing the area that need to be addressed and the strengths and opportunities that need to be enhanced and realised.
- 5.6 The spatial framework, provided at Chapter 3, establishes the key policy interventions required across the area, providing clarity and certainty about how places and strategic sites are to develop and change. This includes: - strategic walking and cycling connections and links; the creation of a network of green spaces which connect NEC into the wider Fen countryside; the location of four new centres to provide easy access to local amenities; the proposed distribution of land uses across the area including residential, commercial, industrial, and other supporting land uses; and an indication as to the scale and density of new development.

### Detailed Policies

- 5.7 The subsequent chapters of the draft AAP are all concerned with what needs to happen (the where, when and how) to deliver the vision and spatial strategy for the area. This includes detailed criteria-based policies and design guidance (set out in chapter 4) concerned with environmental and design standards, the provision of mixed-use development, housing, employment, and other amenities, and sub-area objectives and guidance.
- 5.8 The last chapter of the draft AAP outlines the proposed delivery and implementation strategy, covering requirements for land assembly, relocations and securing the coordinated delivery social and physical infrastructure. It also has regard to the appropriate phasing of development taking into account the need to ensure development between sites is coordinated and regeneration occurs across the whole area, including on sites with greater constraints than others.
- 5.9 Further details on the AAP including the Draft Vision, Objectives and Strategy, Proposed Provision, and Detailed Policies is attached in Appendix H.

### Duty to Cooperate

- 5.10 A requirement of the plan-making process is to engage neighbouring authorities and other statutory bodies on your emerging plan focussing, in particular, on cross boundary matter. This is referred to as the 'Duty to Cooperate'. This is an on-going process, with the intention that such engagement and cooperation will involve consideration of both the Area Action Plan and the Greater Cambridgeshire Local Plan and will continue through the plan making process. The proposed approach to the Duty to Cooperate is covered in the accompanying Local Plan report.

### Revised NEC AAP Boundary

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

### Other Matters

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

5.13 The North East Cambridge Area Action is supported by a number of evidence base documents. Further details are attached in the following appendices:

- Outline of Support Documents (Appendix I)
- Consultation Statement (Appendix C)
- Joint Equalities Impact Assessment (Appendix D)
- Sustainability Appraisal (Appendix E)
- Habitats Regulations Assessment (Appendix F)
- List of Evidence Documents (Appendix J)

5.14 The Fen Road level crossing is currently closed for around 30 minutes in every hour, severing the Fen Road residential and business communities from the wider area for significant parts of the day. The Fen Road crossing is an existing issue which lies outside the AAP area and therefore cannot be attributed to development at NEC; and that a solution to the crossing is not required for the delivery of NEC. It would therefore not be acceptable to make this a policy requirement of the AAP to resolve or fund.

5.15 Responsibility for the crossing sits primarily with Network Rail. In the interests of the proper planning of the area the Greater Cambridge Planning Service is seeking to work with Network Rail and the transport authorities to explore the options, and a separate report will be provided in due course.



## 6 Next Steps

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

## 7 Options

### 7.1 JLPAG members may decide to:

1. Recommend to the respective Local Planning Authorities that they should agree to approve the draft NEC AAP and supporting documents for public consultation, incorporating amendments agreed in discussion at JLPAG;
2. Recommend to the respective Local Planning Authorities that they should agree to approve the draft NEC AAP and supporting documents for public consultation, without any amendments; or
3. Recommend to the respective Local Planning Authorities that they should not agree to approve the draft NEC AAP and supporting documents for public consultation.

## Implications

### Financial

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

### Legal

2. No comments received.

### Staffing

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

### Risks/Opportunities

4. The results of the Development Consent Order (DCO) process for the relocation of the Cambridge Waste Water Treatment Plant is yet to be formally started. It is due to be determined in Autumn 2023. If the process is unsuccessful, it would impact on the delivery of the vision identified. The approach to the AAP would be reviewed if the DCO process was unsuccessful. The approach to transport relies on a reduction and transfer of parking that is outside of the Planning Authorities control to implement. Discussions are ongoing as to the mechanisms to achieve this. There is a further risk over the overall viability and deliverability of the proposed vision for North East Cambridge and this will be assessed as part of the Viability Appraisal study that will inform the pre-submission version of the AAP. The Opportunities are outlined in the Draft AAP.

## **Equality and Diversity**

5. The plan provides an opportunity to address aspects of equality and poverty that can be influenced by the physical environment. A Joint Cambridge City Council and South Cambridgeshire District Council Equalities Impact Assessment, building upon and expanding on that undertaken into the Issues & Options consultation document, was prepared to inform the draft APP, and is attached as Appendix C. The EqlA will be published alongside publication of the draft NEC AAP for public consideration and comment.

## **Climate Change/Environmental**

6. The plan provides an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via the Sustainability Appraisal which is attached as Appendix A.

## **Procurement Implications**

7. A large number of evidence base studies have been or are being procured to support the development of the AAP.

## **Community Safety Implications**

8. A Community Safety Topic Paper was prepared to considered aspects of community safety that can be influenced by the physical environment to inform the Draft AAP.

## **Consultation responses**

9. The AAP was previously consulted on at the Issues and Option stage in 2014 and the Issues and Options 2 stage in 2019. These comments have been reviewed and considered to inform the preparation of the proposed Draft Plan and are summarised in the Consultation Statement.

## Background Papers

Background papers used in the preparation of this report:

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

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

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

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

South Cambridgeshire Leader's Decision approving the final Joint Local Planning Advisory Group terms of reference

<https://scambs.moderngov.co.uk/ieDecisionDetails.aspx?ID=11133>

Papers relating to Cabinet meeting 3 October 2018, where it was agreed to set up a joint member group in principle

<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=7345&Ver=4>

Papers relating to Cambridge Planning & Transport Scrutiny meeting 3 October 2018, where it was agreed to set up a joint member group in principle

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3558&Ver=4>

Adopted Cambridge Local Plan 2018

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

Adopted South Cambridgeshire Local Plan 2018

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

## **Appendices**

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

Appendix A: Proposed new Policy Map boundary for Draft North East Cambridge Area Action Plan

Appendix B: The Draft North East Cambridge Area Action Plan: Consultation Document

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

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

Appendix E1: Draft North East Cambridge Area Action Plan Sustainability Appraisal Policy Appraisals

Appendix E2: Draft North East Cambridge Area Action Plan Sustainability Appraisal Spatial Framework Policy Appraisal

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

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

Appendix H: Outline of Proposed Draft North East Cambridge Area Action Plan

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

Appendix J: Draft North East Cambridge Area Action Plan – List of Evidence Documents

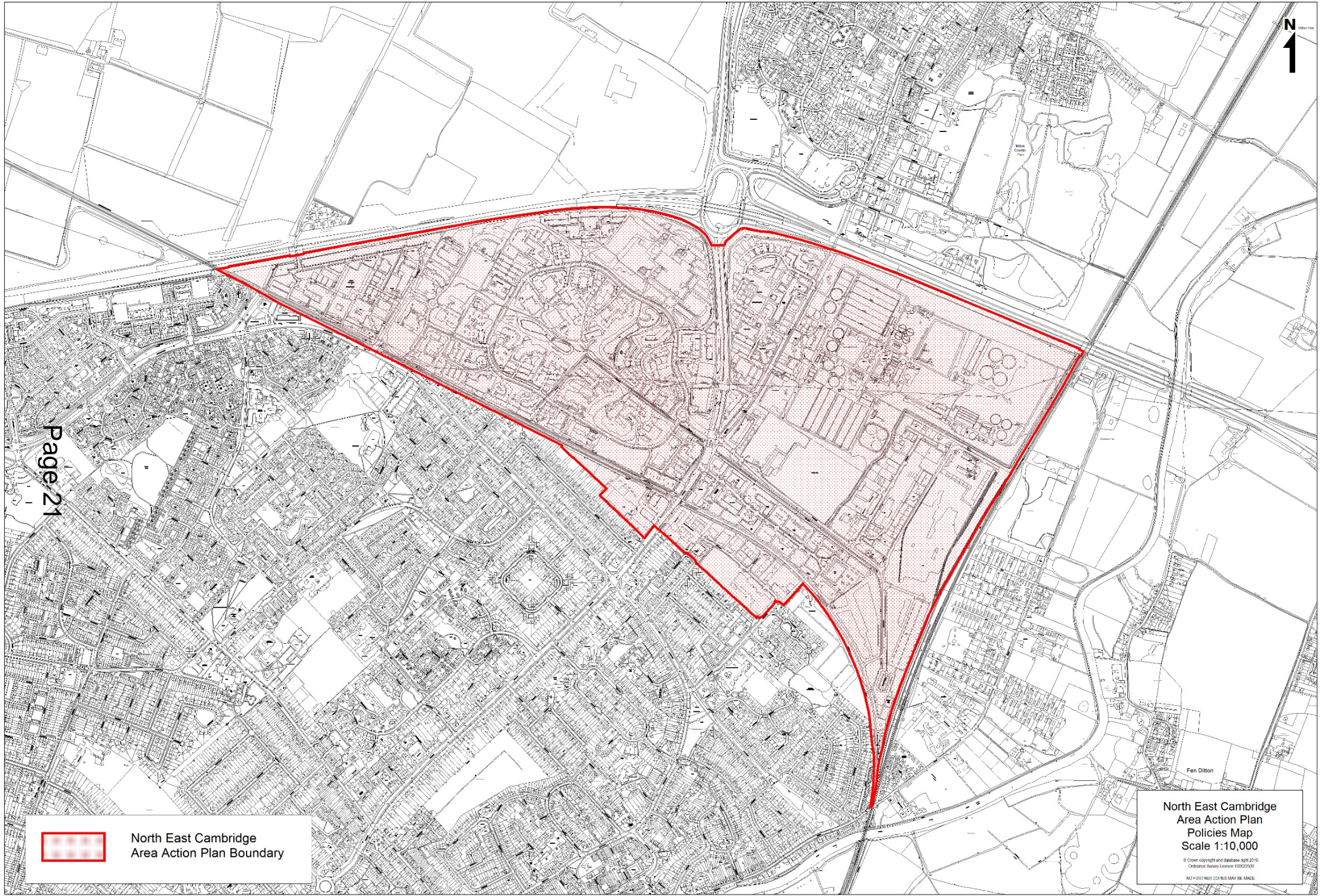
Appendix K: Proposals for Summer Public Consultation on Draft North East Cambridge Area Action Plan

## **Report Author:**

Matthew Paterson – Planning Consultant  
Telephone: c/o Maxine Ross (07514) 922444

Caroline Hunt – Strategy and Economy Manager  
Telephone: (07849) 824745

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North East Cambridge  
Area Action Plan  
Boundary

North East Cambridge  
Area Action Plan  
Policies Map  
Scale 1:10,000

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# APPENDIX B

## North East Cambridge Draft Area Action Plan

2 June 2020

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Policy 12a: Business
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<b>Error! Reference source not found.</b>
<b>Policy 13c: Housing for local workers</b>
<p>Due to the significant affordability challenges for many local workers, it is expected that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need.</p> <p>Development proposals for purpose built Private Rented Sector homes such as Build to Rent, which are offered to employers within and adjacent to NEC on a block-lease basis will be supported. This can include whole developments or parts of developments. These schemes still need to meet the 40% affordable housing</p>

target. (see also Policy 8d: Build to Rent).

Policy 13d: Build to Rent

Policy 13e: Custom

Policy 13f: Short term/corporate lets and visitor accommodation

Policy 14: Social, community and cultural Infrastructure

Policy 15: Shops and local services

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Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport

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Policy 23: Comprehensive and Coordinated Development

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## Introduction

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

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

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

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

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

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

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

# 1. Our vision

## 1.1 Our vision for North East Cambridge

*[Key graphic showing placemaking vision]*

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

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

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

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

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

## 1.2 Connected and integrated

*[key graphic showing strategic movement network]*

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

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

seamless transfer from public transport to walking and cycling, ensuring that those who commute into the area are not dependent on cars.

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

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

### **1.3 Centres for activity**

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

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

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

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

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

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

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

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

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

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

Alongside this, we are planning for 8,000 homes of different sizes and types, and that at least 40% of new homes will be genuinely affordable (rented and shared ownership) homes.

Read more about Jobs and Homes.

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

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

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

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

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

Read more about Social Infrastructure.

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

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

*[key graphic on height/density etc]*

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

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

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

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

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

### **1.7 Open spaces**

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

Alongside lively mixed-use development we want to make sure that everyone has access to good quality public open spaces, to benefit their health and wellbeing. The site is very close to existing parks and natural spaces such as Milton Country Park, and we are going to improve walking and cycling links to these open spaces, as well as their capacity to receive more visitors. Alongside this, the Plan proposes a range of new open spaces of different kinds. These include a new linear park and other kinds of open space in many locations across the area. Off-site open space is also proposed at Chesterton Fen which is between the Area Action Plan area and the River Cam and will be connected by a new bridge over the railway line.

Read more about our plans for open spaces.

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

### **1.8 Biodiversity**

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

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

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

Read more about our plans for biodiversity

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

## 1.9 Discouraging car use

*[key graphic showing approach to trip budget]*

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

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

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

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

## 1.10 Climate change

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

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

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

Read more about our approach to climate change

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

## 2. Context and objectives

*Figure 1: Infographic showing drivers for change*

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

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

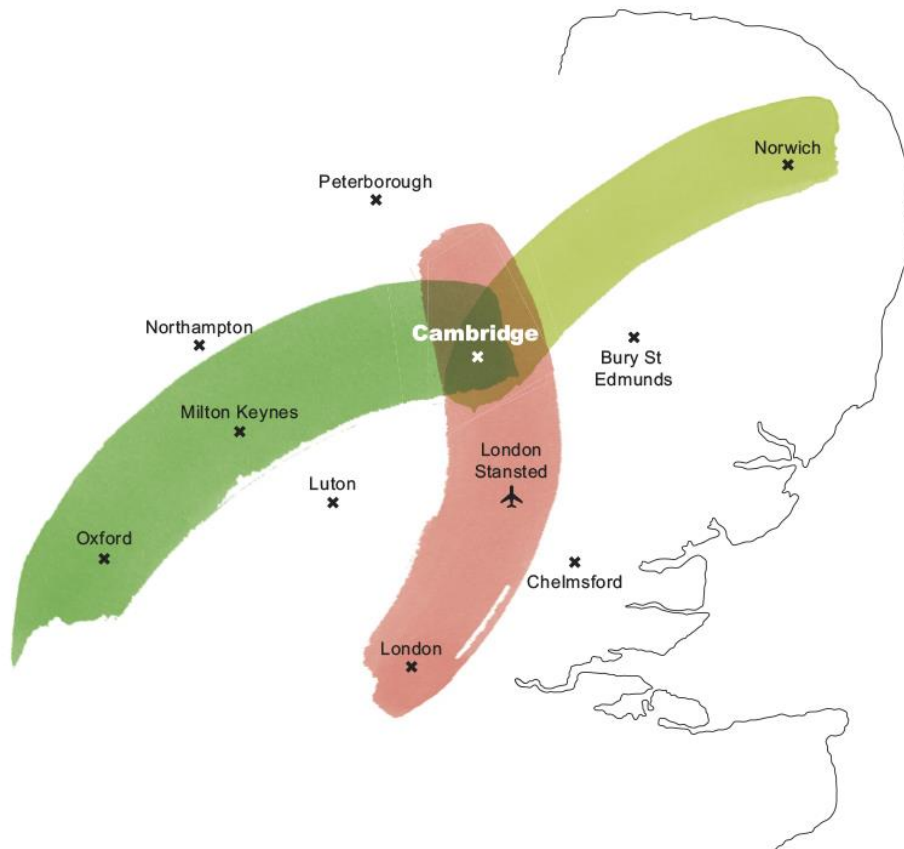
In this section:

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



## 2.1 Context

### 2.1.1 Location and strategic context



*Figure 2: North East Cambridge in context*

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

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

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

## 2.1.2 The Area Action Plan site



Figure 3: The Area Action Plan site

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

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

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

### 2.1.3 Connections

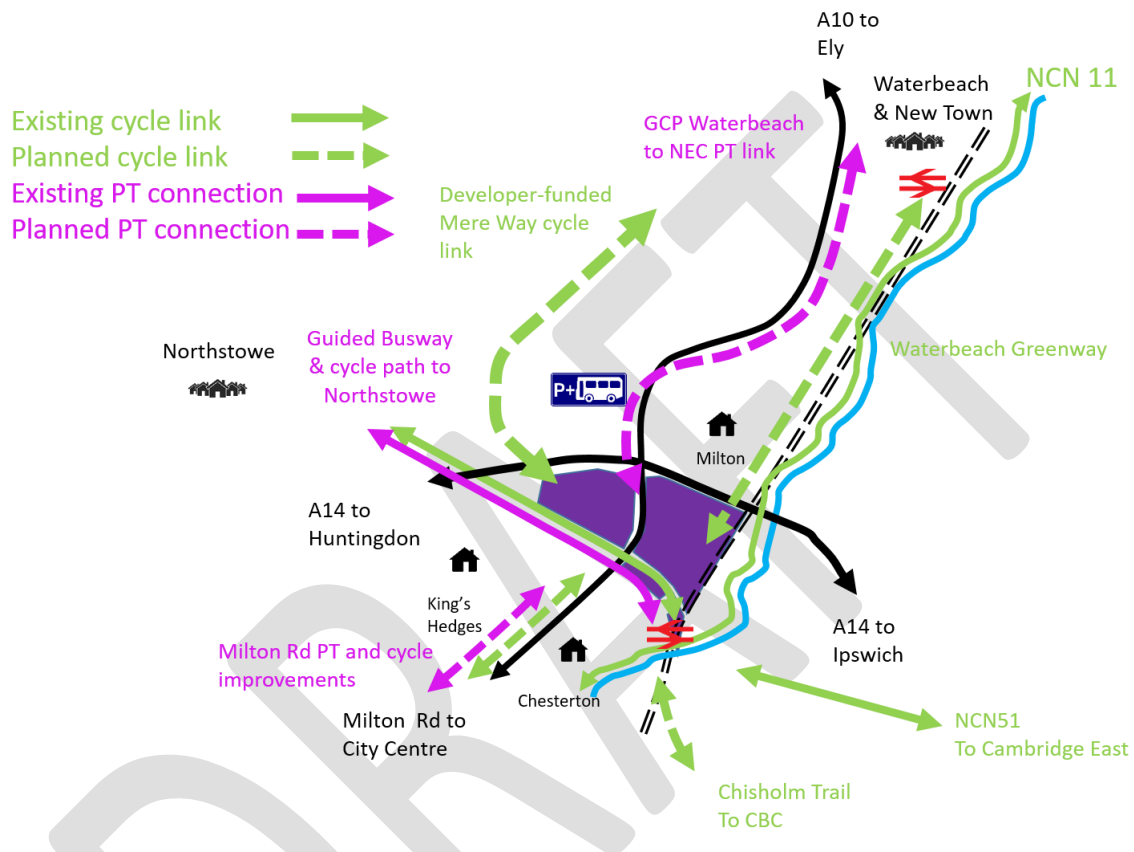


Figure 4: Existing and planned public transport and strategic cycling infrastructure

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

Alongside existing public transport connections, the Cambridgeshire and Peterborough Combined Authority (CPCA) has prepared a new Local Transport Plan for Cambridgeshire and Peterborough, which provides the strategic transport planning framework within which North East Cambridge will be developed. A key aim within the draft Local Transport Plan is to connect the region through the Cambridgeshire Autonomous Metro (CAM) which may also serve North East Cambridge at Cambridge North Station, providing a high frequency transport service

that will connect the site with Central Cambridge and the wider area, including to Waterbeach.

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

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

#### 2.1.4 Communities



Figure 5: Ward boundaries in North East Cambridge

North East Cambridge is a place of contrasts, both in terms of employment types within the Area Action Plan area and of wealth and poverty between the site and surrounding areas. A number of the existing employment parks within the site are home to both local and international companies, specialising in Science and Technology. Whilst these employment centres form an important part of the Cambridge Cluster, the largest technology cluster in Europe, the area also contains a number of light and heavy industrial uses which are an important part of the city's

local economy. The areas adjoining North East Cambridge to the south and east are largely residential, including East Chesterton as well as King's Hedges, Arbury and Abbey which are within the most deprived wards in Cambridgeshire in terms of multiple deprivation. There is also a large Gypsy Roma Traveller community to the east of the site between the railway line and the River Cam. Combined this creates a jarring physical contrast between the residential areas to the east and south and the modern employment parks within the site.

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

### **2.1.5 Land ownership**

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

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

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

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

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

## 2.1.6 Planning context



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

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

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

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

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

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

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

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

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

## 2.1.7 How we are developing the Area Action Plan

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

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

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

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

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

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

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



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

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

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

### **Next steps**

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

## 2.2 Strategic objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Figure 10: Key components of the Spatial Framework

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

#### Core elements of the Spatial Framework:

- Improved accessibility into North East Cambridge from the surrounding communities by walking and cycling, providing new or improved routes to key destinations such as Cambridge North Station
- A comprehensive green network which connects North Cambridge into the wider Fen countryside
- Four new centres, located at key walking and cycling intersections
- A diverse range of land uses including residential, commercial, industrial, community and cultural and retail

- Carefully planned higher density mixed use development to optimise the sites location and good accessibility



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



Figure 11: Permitted land uses in the Area Action Plan

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

North East Cambridge will become a new city district that sustains the current research & development businesses that are an essential ingredient in the 'Cambridge Phenomenon', while developing and widening the range of businesses that are also present in the area.

The intensification and diversification of the range of uses within the existing business parks will provide an opportunity to grow new and more varied businesses in the area. The area to the east of Milton Road will predominantly be a housing-led mix of uses, including space for business uses, and for the relocation of existing industrial uses where they can be suitably located.

The concept of 'walkable neighbourhoods' will guide where new centres of activity should be placed, providing local services such as shops, leisure and recreational facilities, healthcare, cultural opportunities and amenities that are easily accessed on foot and by bicycle. The locations of these facilities will be centred around sustainable movement networks creating vitality and footfall needed to support a range of uses and activities that a self-sustaining area needs.

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

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

### **What you told us previously**

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options was highlighted. The opportunity to comprehensively plan the area and relocate heavy industrial uses and remove associated vehicle movements was welcomed, in particular away from existing homes and schools.
- There was overall support for the intensification of employment floorspace across the North East Cambridge area. The opportunity to redevelop existing outdated commercial premises and provide space for Small and Medium Sized Enterprises, retail, recreation and creative interests was highlighted.
- The reuse of brownfield land for development was supported subject to being able to provide viable alternative sites for the existing uses.

- Nevertheless, concerns were raised about displacing existing industrial uses and the need to provide a range of jobs for different skill sets and not exclusively hi-tech.
- There was disagreement that the Trinity Hall Farm Industrial Estate should be a residential led mixed-use area.
- Some comments highlighted that in planning the new district, the operational needs of existing businesses will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas.
- The need for an evidence-based approach to support decision making about what land uses can be accommodated as part of the North East Cambridge area was highlighted with flexibility allowed. Viable and convenient alternative locations for existing businesses that are not compatible with residential uses need to be found.
- You told us that a secondary school needs to be provided to meet demand as well as aiding community cohesion and reducing traffic movements. GP and pharmacy provision are needed alongside small economically viable retail space. The cultural offer needs to be planned too with arts and meeting spaces to help the community establish and develop an identity.
- There was support for the creation of public space for events and a wider green space network. You felt that there should be a choice of places to go such as restaurants and that a community centre and sports centre should be included in the planning of the new district. All uses should be supported by an easily accessible cycle and walking network to link Cambridge Science Park and Cambridge Regional College to the west with development to the east.
- Providing the right facilities to support a walkable place was raised as an important consideration with a secondary school highlighted as an omission. It was felt that such a use is a key component to support the community. It was emphasised that there needs to be flexibility in the way in which services and facilities are provided and that meanwhile/interim uses are important alongside maintaining appropriate existing uses.

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

- The proposed policy establishes a clear expectation that North East Cambridge will take a comprehensive and placemaking approach to development that will result in a distinctive, high-quality and coherent new city district. Crucial to this is the requirement for development to accord with the Area Action Plan Spatial Framework and other supporting diagrams within the



plan, that identify the strategic spatial design requirements across the whole of the plan area.

- The policies within the plan, combined with their supporting diagrams a sound basis for the re-provision of existing businesses as part of the overall regeneration plan for North East Cambridge. The need to re-provide existing commercial and industrial floorspace in more efficient forms and in better locations is fundamental to creating a higher density and efficient form of development that will make best use of the site and deliver much needed homes close employment and supported by sustainable transport options.
- A Cultural Placemaking Strategy has been prepared to provide an understanding of what the new District needs beyond the typical 'retail space' to deliver a richer and more complete urban living experience. As such the comments about the provision of other uses within the North East Cambridge area have been taken forward with an evidence-based approach taken to inform what and how provision should be made.

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

Proposals which contribute to the delivery of the Area Action Plan's vision and strategic objectives, North East Cambridge Spatial Framework (Figure xxx) and all relevant policies including supporting diagrams set out in this Plan and adopted local plans and National Planning Policy Framework, will be approved without delay unless material considerations indicate otherwise.

The Area Action Plan identifies the location for new development over the plan period through the Spatial Framework and relevant land use policies and supporting diagrams. Development proposals that accord with the Spatial Framework will be considered to be acceptable in principle, subject to a full assessment of the particular impacts of the proposals and securing appropriate mitigation measures where necessary.

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

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

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

- a) Secure and deliver the interventions and infrastructure needed to deliver the vision and ambition for the area including: the required modal shift in accordance with the North East Cambridge Transport Study; district-wide networks and services; relocations and land assembly; environmental, amenity, and community health & wellbeing standards; and innovative approaches to community facilities provision;
- b) Actively manage the timely delivery and phasing of homes, jobs and infrastructure, taking action where necessary to address or overcome barriers to delivery;
- c) Engage local residents, community groups, schools and colleges, and local enterprises in establishing ongoing partnerships and initiatives aimed at involving communities in shaping the places within North East Cambridge where they live and work, and to maximise job opportunities for local people in both the construction phase and beyond;
- d) Implement measures to facilitate and administer a low car dependency culture; and
- e) Create a cohesive, inclusive and strong community, including sustainable public sector service delivery in the area.

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

## Why we are doing this

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

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

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

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

The primary purpose of the Area Action Plan is to provide the necessary framework for coordinating a large number of development proposals over several sites, along with investment in infrastructure, across the whole of NEC, over the life of the Plan, and across all partners involved. The councils are committed to working with partners to secure the comprehensive redevelopment of the Area Action Plan area.

The Area Action Plan also supports a range of cross-cutting aims of both councils and contributes towards the overarching corporate objectives. The successful delivery of North East Cambridge, relating to both the physical development, supporting infrastructure as well as community cohesion, will require a joined up and coordinated approach from service areas across both councils working alongside landowners, developers, the existing and future communities and voluntary sectors. This joint working is necessary to achieve the ambitious but deliverable vision and strategic objectives set out in this plan.

### **Evidence supporting this policy**

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

### **Monitoring indicators**

Through the monitoring of policies 2 - 30

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

#### **Cambridge Local Plan**

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

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

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

## 4. Climate change, water and biodiversity

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

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

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

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

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

## 4.1 Designing for the climate emergency

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

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

### What you told us previously

#### **Carbon reduction targets**

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

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

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

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

- You generally supported the approach outlined in the Area Action Plan with calls for the setting of clear and measurable targets for sustainability, supporting an aspirational approach to sustainability with some calls for flexibility in how these aspirations were applied.
- There were calls for us to increase the minimum standard for non-residential schemes from BREEAM 'Excellent', which is adopted policy for the rest of

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

Cambridge and already achieved by schemes already under construction at North East Cambridge, to BREEAM 'Outstanding'.

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

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

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

the University of Cambridge's West Cambridge site, where there is a commitment as part of the outline application for the site for 2 buildings to achieve 'outstanding' status.

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

## **Policy 2: Designing for the climate emergency**

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

**a) Construction standards**

All new major non-residential floorspace, including mixed-use buildings, shall achieve BREEAM 'Excellent' as a minimum. Proposals that seek to exceed this minimum requirement, for example through achievement of BREEAM 'Outstanding' will be encouraged and supported, and there is an aspiration for the delivery of at least one building on the North East Cambridge site to achieve BREEAM 'Outstanding'.

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

**b) Adaptation to climate change**

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

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

Overheating analysis must be undertaken using the latest CIBSE overheating standards (CIBSE TM52 and TM59 or successor documents) and include consideration of future climate scenarios using 2050 Prometheus weather data<sup>2</sup>. Consideration shall be given to external environmental constraints such as noise and local air quality which will influence the design of certain approaches such as natural ventilation. The interdependence of provisions for acoustics / noise, indoor air quality (ventilation) and controlling overheating is an important consideration when designing a building to provide suitable indoor environmental quality (IEQ).

**c) Carbon reduction**

Development at North East Cambridge must support the transition to a net zero carbon society. Further work to inform the development of a carbon reduction target for Greater Cambridge is in the process of being commissioned, and this will inform the development of specific targets for inclusion in the Area Action Plan. This will also give consideration to the requirement of the use of Assured Performance Certification in order to address the performance gap between 'as designed' performance and 'as built' performance.

## Why we are doing this

Relevant objectives: 1

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

### Carbon reduction targets

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

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

### Standards for sustainable design and construction

Sustainable design and construction is concerned with the implementation of sustainable development in individual sites and buildings. It takes account of the resources used in construction, and of the environmental, social and economic impacts of the construction process and how buildings are designed and used. While the choice of sustainability measures and how they are implemented may vary

substantially from development to development, the general principles of sustainable design and construction should be applied to all scales of development.

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

### **Evidence supporting this policy**

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

### **Monitoring indicators**

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

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

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

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

**South Cambridgeshire Local Plan 2018:**

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

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## 4.2 Low carbon energy and associated infrastructure

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

### What you told us previously

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

### How have we taken this in account

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

### Policy 3: Energy and associated infrastructure

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

### Why we are doing this

Relevant Objective: 1

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

the development of local energy communities and local collaboration and options for community ownership of decentralised energy opportunities that may arise from the energy masterplan.

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

### **Evidence supporting this policy**

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

### **Monitoring indicators**

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

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

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

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

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

- Policy CC/1: Mitigation and adaptation to climate change

- Policy CC/2: Renewable and low carbon energy generation
- Policy CC/3: Renewable and low carbon energy in new developments
- Policy TI/8: Infrastructure and new developments

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## 4.3 Water

*Figure 14: Infographic showing key aspects of the water policies*

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

### What you told us previously

#### Water efficiency

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

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

- In terms of water efficiency, due to the levels of water stress facing Cambridge, it is proposed that policy requires use of the national technical standard of 110 litres/person/day for all new residential development, and the



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

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

### **Water quality and demand**

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

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

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

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

- You raised concerns about the relocation of the Cambridge Waste Water Treatment Plant and its impact on flood risk, neighbouring communities, green belt and the environment. You also felt that the suitability of relocation options for the Waste Water Treatment Plant should be picked up in the Water Cycle Study.
- You commented on the opportunities to make provision for on-site water management integration with sustainable urban drainage systems (SuDS), green infrastructure and water use/re-use including management innovation and to ensure that this interaction is an integral element of any initial design stage.

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

- The policy and subsequent Sustainability Appraisal and Water Cycle Study will address the implications of the relocation of the Waste Water Treatment Plant however, it is not for either the policy or accompanying Sustainability Appraisal to fully assess its relocation. This will be subject to its own assessment through development management procedures which will include an subsequent environmental impact assessment prepared for the process by which consent for the relocation of the WWTW to be determined.
- Sustainable urban drainage systems (SuDS) will be an integral part of North East Cambridge and there are measures in the policy to ensure SuDS are multi-functional and incorporated with green infrastructure and water management.
- The policy stipulates that developers will need to put in place measures that will ensure high standards for drainage, water reuse, management and flood risk are secured and that a site wide approach is taken, including in relation to management and maintenance.

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

All new residential developments must achieve, as a minimum, water efficiency equivalent to 110 litres/person/day moving towards a target of water use of no more than 80 litres/person/day giving consideration to rainwater harvesting and/or water recycling. .

Proposals for non-residential development must achieve 5 BREEAM credits for water use (Wat 01), unless it can be demonstrated that such provision is not technically or economically viable.

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

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

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

Prior to commencement of development the potential for contaminated land (both human health and controlled waters) shall be comprehensively characterised, investigated and risk assessed including the consideration of remediation as necessary having regard to the proposed end uses.

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

Development will be permitted on existing developed sites providing it is demonstrated that:

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

- 3) To a water body; and lastly
- 4) To a surface water sewer

Discharge to a foul water or combined sewer is unacceptable.

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

Proposals will be supported for an undeveloped site:

- f) if it is not located within the Environment Agency's flood zone 3b, unless it is a water-compatible development and does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes and employs flood resilient and resistant construction, including appropriate boundary treatment and has a safe means of evacuation; and
- g) if it is not located within the Environment Agency's flood zone 3a, unless it is a water compatible development or minor development when the principles in a) and b) above apply; and
  - 1) it is located within the Environment Agency's flood zone 2 or a surface water wetspot and employs flood resilient and resistant construction as appropriate; and
  - 2) floor levels are 300mm above the 1-in-100-years flood level, plus an allowance for climate change where appropriate and/or 300mm above adjacent highway levels where appropriate.

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

- h) surface water is managed close to its source and on the surface where reasonably practicable to do so;
- i) priority is given to the use of environmental improvements, with SuDS naturalised to enhance green and blue infrastructure;
- j) water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach including impacts of climate change are considered in the design of the development;
- a) the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to placemaking;
- b) Surface water management features are multi-functional where possible;

- c) Any flat roof is a green or brown roof;
- d) There is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event.

## Why we are doing this

### Relevant Objectives: 1, 4

#### Water efficiency

North East Cambridge is located in an area of severe water stress. The area has experienced lower than average rainfall over a number of months, leading to local concerns regarding impact on watercourses, in particular chalk streams. The policy sets out a number of measures to ensure that high levels of water efficiency are achieved in new developments in order to respond to the water stress facing Cambridge.

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

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

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

#### Water quality

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

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

Any site which may be contaminated to some degree by virtue of its previous usage forms a potential risk to water quality, especially if redevelopment takes place. The Environment Agency requests any potential developers of such a site to contact the Agency at their earliest opportunity to discuss the need for historical information and site investigations to determine the degree of contamination, if any, of both soil and groundwater.

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

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

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

This policy needs to be considered in line with Policy 2 – Designing for climate emergency.

### **Flood risk**

The general principle of assessing all forms of flood risk at every stage of development is a principle that was established in Planning Policy Guidance Note 25 and was continued through to Planning Policy Statement 25 and is now embedded within the National Planning Policy Framework and the National Planning Practice Guidance. Local authorities are encouraged to have a proactive approach in managing flood risk.

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

The existing office and industrial developments do not meet current drainage standards, which have been significantly improved since these buildings were developed and are discharging greater flows than would have been prior to the site being developed. These existing developments may represent a risk during extreme events and may cause localised flooding. They will also contribute to a greater catchment wide discharge than prior to development. Any redevelopment proposals should be designed in accordance with SuDS best practice in order to minimise to runoff rates.

SuDS have long been promoted by Local Authorities as a sustainable way of reducing run-off to greenfield rates, where workable. Best practice is to keep surface water on the surface rather than conveying and storing surface water underground, such as attenuation tanks. Water going into these tanks is effectively 'grey water' with pollution from roads or other impermeable surfaces. While stored in tanks it becomes stagnant, nutrified and anaerobic and silts are not effectively filtered out from the water. When this water flows into natural water courses it can cause siltation, which clogs up the open gravel on the stream bed and can contain hazardous pollutants, rendering it unsuitable as a spawning habitat for fish. Open swales are an example of a much safer way of storing surface run-off, giving an opportunity for flood attenuation by storing and slowly conveying runoff flow to downstream discharge points or infiltrating it into the ground, depending on soil and groundwater conditions.

### **Evidence supporting this policy**

- Water Cycle Study
- Climate Change Topic Paper

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

### **Monitoring indicators**

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

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

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

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use
- Policy 31: Integrated water management and the water cycle

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

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



## 4.4 Biodiversity

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

This policy sets out how we will achieve biodiversity net gain and measurably improve the biodiversity network across the wider area as a result of development under the Area Action Plan.

### What you told us previously

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

situation and best plan for biodiversity conservation and enhancement, at both a local and strategic level.

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

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

## Policy 5: Biodiversity and Net Gain

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Why we are doing this

Relevant objectives: 1, 4

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

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

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

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

### Existing habitats in and around North East Cambridge

There are a number of existing habitats across North East Cambridge, including woodland, scrub, hedgerows, ephemeral perennial vegetation, watercourses and ponds. These habitats support a number of species such as Common Frog, Smooth

Newt, Viviparous Lizard, House Sparrow, Common Swift, Soprano Pipistrelle bat and Water Vole.

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

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

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

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

### **Achieving biodiversity net gain**

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

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

street trees and sustainable drainage systems. It also notes that relatively small features such as swift bricks and bat boxes can achieve important benefits for specific species.

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

Due to the high-density built-up nature of North East Cambridge, it is likely that in order to achieve a 10% biodiversity net gain, some provision of greenspace and biodiversity enhancement will need to be provided in alternative ways and/or accommodated off-site. The provision of extensive areas of biodiverse living roofs are necessary to replace the existing open mosaic habitats which are of significant value within the North East Cambridge area, particularly around the railway sidings and at the waste water treatment plant. These roofs can also provide vital greening in dense urban areas such as North East Cambridge.

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

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

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

### **Evidence supporting this policy**

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

- Health and Well Being Topic Paper (2020)

### **Monitoring indicators**

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

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

#### **Cambridge Local Plan**

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

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

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



## 5. Design and built character

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

We want North East Cambridge to be a characterful and lively city district, well-integrated with surrounding communities and with a unique sense of place. To achieve this requires imaginative and holistic design for buildings, streets and spaces that creates a genuine mix of uses in buildings and city blocks, at a scale that creates a lively sense of community and intensity of activity. It should feel like part of Cambridge – a place that future generations will be proud of, in the same way we are proud of our heritage of fantastic design from previous generations.

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

This section includes the following policies:

- Policy 6a: Distinctive design for North East Cambridge
- Policy 6b: Design of mixed-use buildings
- Policy 7: Legible streets and spaces
- **Error! Reference source not found.**
- Policy 8: Open spaces for recreation and sport
- Policy 9: Density, heights, scale and massing
- Policy 10a: North East Cambridge Centres
- Policy 10b: District Centre

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

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## 5.1 Distinctive design for North East Cambridge

*Figure 16: Illustration of the placemaking vision for North East Cambridge*

We want North East Cambridge to be part of the strong heritage of characterful and distinctively ‘Cambridge’ developments which contribute to the unique identity of the city. The design of genuinely mixed-use buildings, streets and open spaces must combine to create a place that is distinctive, and which is enduring, adaptable and functional. This policy sets out our expectations for the design of buildings and spaces in North East Cambridge, and the clear benchmark for quality that we expect.

### What you told us previously

#### Design of mixed-use buildings

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

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

- This policy makes clear the need to avoid mixing ‘bad neighbour’ uses and to ensure that businesses can function effectively and residents can live without disturbance. Such an ambition addresses concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.
- The policy secures the need to think about horizontal and vertical mixed-use buildings to create best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Policy 7: Legible streets and spaces that covers the design and location of key routes and spaces within North East Cambridge.

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

Development in North East Cambridge will be expected to achieve high-quality, distinctive architecture and urban design that feels like part of Cambridge. Applications will need to demonstrate how they have had regard to the unique characteristics of Cambridge and Cambridgeshire, and the particular challenges of higher density, in how they have developed their proposals. Proposals must:

- a) Provide a comprehensive design approach that achieves the successful

integration of buildings, the routes and spaces between buildings, topography and landscape;

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

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

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

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

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

## Why we are doing this

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

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

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

Cambridge has a strong track record of delivering design excellence, with numerous award-winning developments including Accordia, Great Kneighton and Eddington built as part of its growth agenda in recent years, as well as individual buildings and smaller developments such as the Central Cambridge Mosque. Given the projected build-out of North East Cambridge over the next 20 years, it is important that a clear design framework is put in place to ensure that the new district adds to the positive qualities associated with Cambridge as a city, and develops a coherent sense of identity with shared design values embedded in every phase.

This requires a holistic approach taken to the design of buildings, streets and landscape to ensure that these elements integrate well with each other to create a place that is distinctive, and which is enduring, adaptable and functional. The Council will lead on the production of a site wide design code for the NEC AAP area that will require input from the various landowners and their design teams. The Design Code will be adopted as a Supplementary Planning Document (SPD) to guide and co-ordinate future development.

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

Creating a well-used and active public realm through a well-connected series of streets and spaces will help to foster a sense of community and create a safe and inclusive new city district. The creation of gated developments that limit social cohesion and integration will not be supported. Other aspects such as the appropriateness of materials and finishes and ongoing maintenance will determine how attractive, well-used and successful places will be in the future.

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

### **Mixed use development**

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

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

Higher density development creates challenges in how different uses can operate in close proximity to each other within buildings, adjacent plots or blocks. Innovative forms of building will be needed to make the best use of the land available and applicants will need to demonstrate that the future amenity of residents and occupiers can be safeguarded.

Mixed use is important in making the best use of land and it will be important that businesses do not impact on residential properties and other sensitive uses or spaces.

### **Evidence supporting this policy**

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

- Anti-Poverty Strategy Topic Paper (2020)
- Community Safety Topic Paper (2020)
- Putting Health into Place, NHS Healthy New Town Principles (2019)
- New Housing Developments and the Built Environment Joint Strategic Needs Assessment (2010)
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places

### **Monitoring Indicators**

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

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

#### Cambridge Local Plan (2018)

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

#### South Cambridgeshire Local Plan (2018)

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

### **Evidence supporting this policy**

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

### **Monitoring Indicators**

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

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

Cambridge Local Plan (2018)



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

#### South Cambridgeshire Local Plan (2018)

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

## 5.2 Legible streets and spaces

*Figure 17: Diagram showing approach to creating a legible network of streets and spaces in North East Cambridge*

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

### What you told us previously

- There was overwhelming support for the creation of a well-designed place that promotes healthy and active lifestyles. A number of respondents raised the need to undertake a Health Impact and Needs Assessment to inform future provision in the district. The Health, Community & Wellbeing Topic Paper evidences how such concerns have been taken into account in decision making for the North East Cambridge District. Whilst this aspect is important, the question was more aimed at the Healthy Town design principles which advocate the creation of compact, walkable places that are inclusive and promote healthy active lifestyles. Whilst the responses suggest most respondents were not supportive of the healthy town principles, review of the comments made reveals there to be support for the approach that they advocate.
- There was overwhelming support for the connectivity options identified in the Issues and Options 2019 document, with moves to make the area more permeable to pedestrians, cycles and public transport welcomed. Multiuser accessible routes were highlighted as important for equestrian users. Caution was raised about needing to provide adequate infrastructure to support intended users and functions both in and around the North East Cambridge area as well as connections beyond. In the case of cycle routes, these need to be scaled to accommodate the likely flows. HGV movements need to be taken away from schools.
- Reducing the dominance of roads to encourage walking and cycling was welcomed as part of a comprehensive approach to re-planning and reallocating road space. Lessons from the past need to be learned and tunnels, subways etc. have the potential to be dark and dangerous places if poorly designed.

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

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

## Trees

- You told us to highlight the importance of trees/woodlands multi-functional role for local communities such as providing and expanding tree canopy cover and mitigation of heat islands as well as providing habitat and biodiversity benefits.
- Comments noted the lower cost implications of managing trees over other forms of urban green space. You highlighted that there is the need for extensive tree planting at North East Cambridge and a possibility of introducing a native community tree nursery on-site as well as ensuring important and well used corridors such as Milton Road is sufficiently lined with trees.
- You commented on the role trees play in forming and enhancing the existing edges of the site. Comments reflected that new landscape features both within and on the edges of the site will be important factors that will need to be carefully considered.
- You placed great importance on the protection and retention of existing mature and semi mature trees with specific reference to the Silver Birch woodland adjacent to the First Public Drain and Chesterton Sidings but also included other deciduous trees/scrub on the site.

## How your comments have been taken into account

- **Error! Reference source not found.** specifically places great importance to the protection of trees of value and the enhancement of tree canopy cover across the Area Action Plan area. The policy also stipulates that tree protection and planting will be managed across the site and references the existing Tree Strategy produced by Cambridge Council covering the period 2016-2026.

## Policy 7: Legible streets and spaces

The key streets and spaces must conform to the strategic layout for key pedestrian and cycle routes described in Policy 16: Sustainable Connectivity, the street hierarchy described in Policy 21: Street hierarchy and the principles shown in Figure 17 to provide a walkable district, with high quality and well-connected pedestrian, cycle and public transport routes that support healthy, active lifestyles whilst effectively allowing servicing and deliveries and managing access by private motor vehicles.

Streets and spaces will:

- a) Be designed as inclusive, public, welcoming and active routes with good natural surveillance as an integral part of new development proposals and coordinated with adjacent sites and phases;
- b) Ensure the design of streets prioritises pedestrian and cycle movements and relate to the character and intended function of spaces and surrounding buildings;
- c) Create high quality connections to seamlessly link North East Cambridge into existing established areas as described in Policy 17: Connecting to the wider network;
- d) Understand microclimate and other environmental considerations and ensure that these are factored into design proposals so that public spaces receive good sunlight throughout the year and have good air quality;
- e) Undertake a coordinated approach to the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- f) Incorporate trees and other planting which is appropriate to the scale of adjacent buildings and public realm to ensure that adequate space is provided for them to mature and flourish;
- g) Integrate Sustainable Drainage Systems (SuDS) as part of a comprehensive sitewide approach; and
- h) Ensure that design is inclusive and considers the needs of all users through engagement with the Cambridge City Council Disability Panel.

### Trees

Development will be permitted where proposals preserve and protect existing trees of value and enhance canopy cover with appropriate new planting providing adequate space, above and below ground for trees of suitable species and size to

mature.

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

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

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

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

### Why we are doing this

Relevant objectives: 1, 2, 4, 5

NPPF (2019) Paragraph 102 Part e states 'patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

Manual for Streets (2007) at page 11 identifies the 'principles of inclusive design' and identifies that streets have a significant 'place' function and that the design of streets should assume that place should be subservient to movement. Paragraph 3.6.8 and the following Table 3.2 identify the recommended user hierarchy to inform the design of schemes. This hierarchy places pedestrians at the top followed by cyclists, public transport users, specialist service vehicles (emergency, services, waste etc.) with other motor traffic coming last.

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

Cambridge, like many historic cities is characterised by a compact form that allows easy movement as a pedestrian or cyclist. This inherent character underpins the approach to creating a new kind of City District at North East Cambridge centred around walking and cycling to create a 'walkable neighbourhood' and capitalising on high quality public transport options underpinned by a comprehensive open and green space network has the potential to create a healthy and inclusive place.

Beyond the immediacy of the new district, the connections formed physically and socially with the surrounding existing neighbourhoods and at a City and wider level are crucial.

The streets and spaces created within North East Cambridge and the connections made to the existing places that surround it are vital to establishing a healthy new City District. National policy and best practice highlight the importance of creating streets and spaces that are well designed and put the needs of pedestrians first as part of an inclusive and welcoming place.

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

In order to secure the best possible network of routes to meet the needs of a variety of different users, it is important that the key connections within North East Cambridge are identified. Along with the Area Action Plan Spatial Framework Plan, Policy 16: Sustainable Connectivity identifies the network of key routes, their hierarchy and the particular areas within the district that they will need to connect.

### **Trees**

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

Trees create shade and shelter, improve air quality and mitigate the effects of pollution. Deciduous trees provide shade to buildings, helping to manage solar gain when needed in summer months. These landscape features also contribute to reducing 'heat islands' whereby the temperatures of built up areas are significantly higher than areas outside them. Trees add biodiversity and ecological value to areas and as such provide habitats for many species. Biodiversity protection is complimented by the delivery of this policy as it will assist in delivering many biodiversity and ecological aims.

The North East Cambridge area has relatively low canopy coverage when compared with surrounding areas making it essential to ensure any new development

safeguards the healthy retention of trees of value and makes provision from the outset for the planting of new trees of appropriate species and size so as to ensure a sustainable increase in overall canopy cover. There are some localised areas of extensive tree coverage which will require further site investigation including along the First Public Drain and around Chesterton Sidings.

Currently South Cambridgeshire District Council does not have a strategy for the protection and retention of trees, therefore, relies solely on Tree Preservation Orders being the only mechanism used to protect trees. As there is no strategic management at South Cambridgeshire and part of North East Cambridge is within the administrative boundary then it is prudent that a policy covers the entire site affording the same protection and status for trees and tree coverage across the Area Action Plan area.

The aim of the policy is to increase the area's canopy cover, by protecting trees of value and ensuring new development adequately accommodates new tree planting of suitable species and size. Development in the North East Cambridge area should commit to the objectives set out in the Cambridge City Council City Wide Tree Strategy and adhere to the policies set out in the Cambridge City and South Cambridgeshire Local Plans (plus emerging/future documents).

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

### **Evidence supporting this policy**

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

### **Monitoring indicators**

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

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

#### **Cambridge Local Plan**

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

- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

### **South Cambridgeshire Local Plan**

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



- TI/9: Education Facilities

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Study (2020)
- Cultural Placemaking Strategy
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)
- Community Safety Topic Paper (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)
- 'Towards an Urban Renaissance' (1999) by The Urban Task Force
- National Planning Policy Framework (2019)
- Manual for Streets (2007)
- NHS (2019) 'Putting Health into Place: Principles 4-8 Design, Deliver and Manage'
- Health and Wellbeing Topic Paper (2020)
- Anti-Poverty Strategy Topic Paper (2020)
- Public Health England (2018) Healthy High Streets: good place making in an urban setting
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places
- Making Space for People Supplementary Planning Document (Draft 2019)

### **Monitoring Indicators**

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

## 5.3 Open spaces for recreation and sport

*Figure 18: Open space network to be created by the Area Action Plan*

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

### What you told us previously

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

to Milton Country Park or peripheral green routes around the Area Action Plan need to be equestrian friendly.

- You placed great emphasis and provided many comments on the need for green spaces/open space to be truly multi-functional and support many functions such as landscaping, drainage and flood management, leisure and cultural opportunities. You stated that they should be available all year round and throughout the day, and also need to support a connection of wildlife and habitat opportunities.
- The actual quantity of open space was mentioned as an important area to address although less commentary was received on this than the quality and multi functionality of open spaces. It was also recognised that some of the open space provision will need to be met off-site and suggestions that the river corridor should be included in the Area Action Plan were made to enable pedestrian and cycleway connections.
- Lastly, there was commentary around the requirement to have a maintenance and management plan in place for open space/green space. As well as this natural surveillance and replacement/refurbishment of existing local playgrounds/open spaces outside of the Area Action Plan boundary were seen as important considerations.

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

To address the type of green space that should be provided within North East Cambridge, the policy ensures flexibility by placing the obligation on the developer to vary components of their open space offer to reflect what is required. The policy deliberately does not define what constitutes 'district size' open space as this could vary considerably. Therefore the typology and quantum, although to a degree informed by the currently adopted standards, will be negotiated.

- The policy specifically does not refer to the use of Chesterton Fen as a riverside country park as this implies that it could be used all of the time. Chesterton Fen floods and is also a sensitive area for biological reasons so promoting it as a country park was not favoured.
- Although multi functionality is supported in the policy, functional SUDs cannot be considered fully accessible to formal or informal open space. However, they will form a wider green infrastructure network, and will perform a biological function and provide habitat creation so will be multi-functional from that perspective.
- The commentary around connectivity has been taken into account and the policy requires existing and new open spaces to be connected and form a network with the wider area beyond North East Cambridge. The policy also

identifies a list of facilities/areas that should be connected with North East Cambridge via green corridors and these areas reflect what has been already recommended through the previous consultation.

- The policy also places an emphasis on securing contributions from developers for the future management and maintenance of open space provision as part of any planning application.
- The policy also safeguards existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.

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

### **1. General open space requirements**

All residential development proposals should contribute to the provision of open space and recreation sites/facilities which contribute to the health and wellbeing of existing and future users of the area. The successful integration of open space into a proposed development must be considered early in the design process.

The siting and amount of strategic open space will be provided in accordance with the Area Action Plan Spatial Framework. The Spatial Framework identifies a list of publicly accessible open space that will form the wider network connecting North East Cambridge to the wider area:

- Linear Park
- Cowley Triangle
- Station Place
- Science Park Brook (First Public Drain)
- Science Park Open Space
- Green High Street
- Neighbourhood Open Spaces

Open spaces must be high quality, low maintenance including water efficient, publicly accessible with a multi-use functionality to ensure they maximise their utility, availability and functionality throughout the year to ensure unrestricted access for new and existing residents. These spaces may include innovative forms and layouts (such as off-road running trails, pocket gardens and multi-activity areas) that fulfil the same role of conventional open spaces but encourage sports and informal recreational participation including 'occasional events' allowing a variety of activities that promote health and well-being. Proposals will need to

demonstrate how existing and new open spaces within North East Cambridge connect to form a network with further connections to much larger open spaces beyond the Area Action Plan area. Informal open space can take the form of wayfinding on-site green corridors which link to other large green corridors and open spaces beyond the site.

Guidance will need to be sought from the 2011 Health Impact Assessment Supplementary Planning Document (as updated). For major developments (over 100 units), applicants must submit a Sustainability Statement and a Health Impact Assessment, to demonstrate that principles of sustainable development have been applied. For applications of between 20-99 units the HUDU checklist referenced in the guidance should be used.

## **2. Calculating open space requirements**

Requirements will be calculated using the Open Space and Recreation Standards (see Cambridge Local Plan 2018, Appendix I) and will have regard to the Councils' open space and sports strategies, where applicable. Specific proposals for formal sports facilities (e.g. pitches, pools and courts) should comply with Policy 14: Social, community and cultural Infrastructure.

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

Alternative provision of off-site open space may be acceptable in the following circumstances:

- i. If the proposed development site is of insufficient size to make the appropriate provision (in accordance with Appendix I) feasible within the site; or,
- ii. If taking into account the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.
- iii. If taking into account the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

## **3. Protection of existing open space**

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

provided off-site with enhanced accessibility.

For the purpose of environmental amenity, the area of informal open space at Cambridge Science Park will be retained in its existing form, unless the space is re-provided on-site to an equal size, or if not to a significantly improved standard.

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

Specific off-site contributions will be sought towards informal open space at:

- Bramblefields (way-finding)
- Milton Country Park (increasing capacity and way-finding)
- Chesterton Fen (way-finding and accessibility to River Cam including pedestrian/ cycle bridge crossing over railway)

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

Proposals that include outdoor sports provision will need to ensure that any lighting that is required for its operation and noise generated from its activity is fully assessed in advance ensuring that negative impact on residential amenity is mitigated.

This policy will need to be considered in line with the other NECAAP policies especially:

Policy 1: A comprehensive approach at North East Cambridge, Policy 4c: Flood Risk and Sustainable Drainage, Policy 5: Biodiversity and Net Gain, Policy 16: Sustainable Connectivity,

Policy 23: Comprehensive and Coordinated Development, Policy 25: Environmental Protection, Policy 27: Planning Contributions

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

Relevant objectives: 1, 2, 4, 5

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

The purpose of the policy is to provide opportunities for people to participate and enjoy sports and recreation and to facilitate access to the wider countryside and River Cam corridor and the amenity that it offers. This is essential to the well-being, and sense of belonging for the existing and future communities within North Cambridge.

Open space, green infrastructure, sports and recreation areas and facilities are highly valued by local people and play a key role in the landscape setting and local identity of Greater Cambridge. They also provide important habitats for wildlife. Open spaces not only help support the health, social and cultural well-being of local communities but also help support strategies to mitigate the adverse effects of climate change. All new residential development should make a positive contribution to the provision of new open spaces and recreation facilities as well as the enhancement of existing site assets. The successful integration of open space into a proposed development should be considered early in the design process.

Open spaces, regardless of ownership, are a key aspect of high-quality urban environments and are fundamental to the character of an area. Attractive, accessible and well-designed open space can support and enhance the appearance of an area, creating more desirable places to live and underpin good growth. Open spaces and recreation facilities provide people with a place to relax and socialise as well as encouraging healthier lifestyles by providing opportunities for sport, informal play and daily encounters with the natural environment.

There is current guidance that assesses sustainable development proposals in the form of the 2011 Health Impact Assessment Supplementary Planning Document (as updated). It is used to demonstrate that principles of sustainable development have been applied. The guidance is being updated and will inform future policy that considers health and wellbeing determinants.

It is therefore essential that these spaces are integrated within the area's urban form and connected with footpaths, running trails and cycle routes. They should also be linked to surrounding green spaces to form an extensive green network.

The North East Cambridge area straddles two local planning authorities each with their own open space standards for new residential development. These are based upon each area's general characteristics and needs; standards in South Cambridgeshire reflect its rural nature while those in Cambridge relate to its more urban environment. Due to the high-density nature of development at North East Cambridge, it is considered reasonable to the current adopted open space standards detailed in the Cambridge Local Plan 2018 including their recommended application and deficiency tests outlined in Appendix I as a starting point. Although the Open Space, Sport and Recreation requirements are broadly based on the Cambridge City Council standards a step change is required in terms of quantum of open space and how it should be most effectively used.

Regard should also be had for Cambridge City Council Open Space and Recreation Strategy along with any other sports related strategies adopted by either council. These provide guidance about the application of the standards in terms what is more suitable for different city wards and the implementation of formal sports facilities. As part of the joint Local Plan review for Greater Cambridge, the Open Space and Recreation Strategy will be updated and cover the whole of Greater Cambridge along with other sports strategies in partnership with Sport England.

All on-site communal open spaces will need to be high quality, high quality, low maintenance and multi-functional to maximise their utility as well as being both available and functional throughout the year. In Winter, these areas will need to be usable spaces e.g. should not be subject to surface water flooding due to prolonged bouts of rain. In Spring, they should encourage people to spend time outdoors. In Summer, they should provide sufficient shade to allow play and minimise localised solar heating, e.g. should allow some respite from excessive heating during long hot summer days. In Autumn, they should be sufficiently sheltered to allow their continued use.

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

Open spaces not used for sport / outdoor activities should have the character and quality of a park area and, along with other areas of public realm designed to help host a range of different community activities. These may include local festivals, outdoor performances and a range of sporting events.

Open spaces within North East Cambridge, in particular, those in the areas of the highest residential and employment densities should provide:

- landscaped areas with tables and seats;
- a circuit route on-site with local connections to local trails for walking, running and circuit training activities;
- Movement corridors for walking, cycling and other non-car modes.
- access to small footprint sports that are likely to be in demand, i.e. sports courts. These may be located inside or as hardcourt facilities outside with suitable shade/support facilities. Large employment developments should consider providing their own facilities to help contribute to the area's sports requirements as well as meeting corporate demand for such activities;
- off-road trail to access open space further afield;



- Other site-specific requirements as identified at the time of the planning applications.

Age specific sports facilities should also be identified and provided. These could be hosted in nearby community spaces that are able to cater for a range of sports and activities. Spaces should allow for a range of 'occasional' events that will help support community activities and sporting events. Trim trails, pedestrian paths and cycle routes can contribute to formal outdoor space if they are of a sufficient size and standard (which is maintained) to allow for sports events. These should be of sufficient distance to support regular activities such as '5km' park runs and part of a triathlon circuit.

All forms of new open space should support relevant city/regional strategies, where possible, such as the Cambridgeshire Green Infrastructure Strategy. Due regard must also be given to any potential impact on the character and wider setting of the site. Given this and the area's high-density urban character, it is important that development proposals facilitate improved access to important neighbouring green spaces, including Milton County Park and other facilities in North Cambridge.

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

Cambridge's Outdoor Play Investment Strategy contains 'Target Lists' for Kings Hedges and East Chesterton and should therefore be considered when considering off-site provision and/or enhancement to existing facilities.

North of North East Cambridge, Milton Country Park and Milton Village have several existing sport and leisure facilities. Whilst access to these facilities will be improved through a new underpass under the A14, these are not considered sufficiently accessible for children to access from North East Cambridge. However, several of these spaces offer formal sports provision in the form of cricket, tennis and football facilities. The River Cam will also be made more accessible through new pedestrian and cycling routes and this will provide access to further informal recreation space and serve wider needs. Due to the potential for flooding, the Chesterton Fen area will not be considered as part of any calculation for formal recreational provision.

In terms of swimming pool provision, Cambridge City and South Cambridgeshire Councils have commissioned a Swimming Pool Delivery Strategy for Greater Cambridge. The study will: analyse demand for swimming pools in North East Cambridge and the wider Cambridge area, using Sport England's Facilities Planning Model; analyse existing supply (including new provision); and advise on how best to

deliver swimming pool provision across Greater Cambridge including North East Cambridge. It is anticipated that North East Cambridge development will collect monies for swimming pool provision which will be invested in off-site swim provision, accessible to North East Cambridge residents.

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

Any new green spaces should be multi-functional and fully accessible. On-site open space provision should be completed before 50% of the residential dwellings are occupied, to ensure delivery in a timely manner. For major developments which include residential accommodation, the S106 agreement should ensure the delivery of on-site provision is linked and effectively phased to the delivery of new residential units.

Future development should maximise the opportunity for storing water on-site by integrating Sustainable Urban Drainage Systems (SuDS) into the layout and design of development and open space, including designs that incorporate existing drains. Storage tanks and pipes should be avoided.

There is a need to build in resilience and capacity into the existing open space provision for North East Cambridge. Alongside any on-site provision, opportunities to use S106 contributions outside the city on large-scale green infrastructure should be considered. This will avoid pressure building up on existing parks, open spaces and cycleways, which might otherwise lose their biodiversity and other qualities. For example, undertaking negotiations for specific S106 contributions for growth sites straddling the Cambridge/South Cambridgeshire boundary could explore opportunities for improving existing parks beyond the city (e.g. Milton Country Park) in order to avoid over-investment in and over-use of the city's parks.

The Area Action Plan provides a unique opportunity for the enhancement, extension and improved connectivity of areas such as Bramblefields Local Nature Reserve (LNR), the protected hedgerow on the east side of Cowley Road (City Wildlife Site) and the First Public Drain wildlife corridor and other habitats including ponds and areas of woodland, scrub and grassland. It also provides an opportunity to create a new biodiversity hotspot at Chesterton Fen which can deliver a suite of priority habitats and species that reflect the local landscape. This feature would also serve as a green gateway on the edge of the city which connects to wider schemes such as the National Trust Wicken Vision as well as the River Cam corridor. This offers greater opportunities for public engagement with nature, and the subsequent health and well-being benefits that this brings.

Existing facilities in North East Cambridge and nearby at North Cambridge Academy play a large role in providing open space, sport and recreation provision for existing businesses and Cambridge Regional College. These are an important element to the overall sport and recreation mix in North East Cambridge however, opportunities to extend or make facilities publicly available at certain times will add capacity to the area and negate at least in part the need to make similar services available elsewhere.

The approach to be taken in individual cases would depend on the precise nature and location of the site and would need to take account of the availability and accessibility of recreational and other open space nearby, any identified shortages of particular types of open space in the area, the scope of the site to accommodate communal open space to serve a number of separate smaller development sites in the vicinity and the particular form and character of existing development in the surrounding area.

This policy will need to be considered in line with the following policies:

Policy 1: A comprehensive approach at North East Cambridge

Policy 4c: Flood Risk and Sustainable Drainage

Policy 5: Biodiversity and Net Gain

Policy 16: Sustainable Connectivity

Policy 23: Comprehensive and Coordinated Development

Policy 25: Environmental Protection

Policy 27: Planning Contributions

### **Evidence supporting this policy**

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

## Monitoring indicators

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

## Policy links to adopted Local Plans

### Cambridge City Council Local Plan 2018

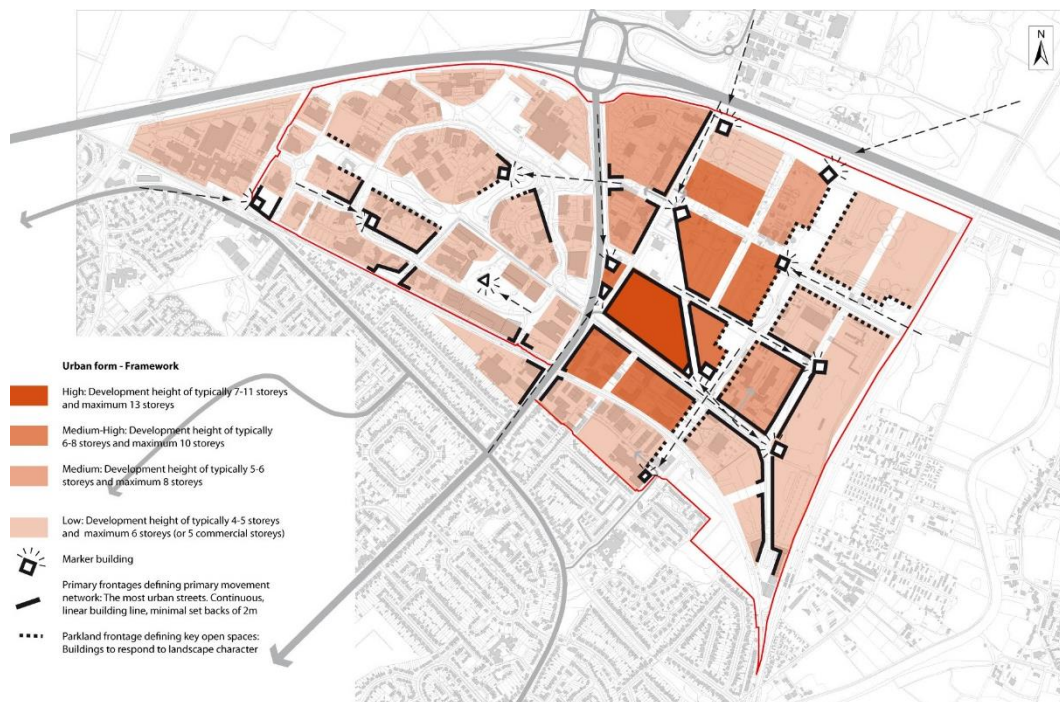
- Policy 15 - Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59 - Designing landscape and the public realm
- Policy 67 - Protection of open space
- Policy 68 - Open space and recreation provision through new development
- Policy 73 - Community, sports and leisure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

### South Cambridgeshire District Council Local Plan 2018

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

2011 Health Impact Assessment Supplementary Plan Document

## 5.4 Density, heights, scale and massing



*Figure 19: Building height ranges and residential densities considered suitable for North East Cambridge*

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

### What you told us previously

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

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

- However, there were concerns raised about very high-density development, with a feeling that it should be low density with 'ample green space' provided. The impact of taller buildings often associated with higher density development and the importance of assessing visual harm was highlighted.
- Concern was raised about microclimatic issues created by tall buildings. The link between higher density build to rent apartments and the resultant transient populations were highlighted as problematic.
- The need to properly assess density and the resulting heights of buildings required to deliver such forms of development was highlighted by several respondents. The use of Visual Impact Assessment methodologies to assess whether tall buildings will be harmful on the setting of Cambridge and to make sure that there is a sound evidence base and understanding of what a development of the proposed size of North East Cambridge will do in terms of impact were highlighted as important for informing steps going forward. The need to consider aspects such as the airport safety zone were raised too.
- There was support for the idea of making development within North East Cambridge more visible from Milton Road. There was concern raised about the area feeling too urban and visually cluttered and that a rural character should be 'maintained' with the idea of adding commercial frontages onto a five-line highway considered 'appalling'. The question also prompted consideration of what the emphasis should be for the development with the notion that development should front onto walking and cycling routes with Milton Road redesigned to enable this.

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

- The proposed policy links density and good design together into decision making about how buildings and spaces within the new district are formed. The density of development is linked with how accessible sustainable transport modes are such as key pedestrian and cycle links, the Cambridgeshire Guided Bus and the transport interchange associated with Cambridge North Station.
- To understand the potential impact of development, The Council has undertaken Landscape and Visual Impact appraisal work along with commissioning a Heritage Impact Assessment to inform a Townscape Strategy for North East Cambridge. As such there is the potential for taller buildings as part of development at North East Cambridge but they need to be accommodated so as not to impact on the Historic Core of Cambridge, the

setting of the City and surrounding heritage assets, as well as nearby established residential neighbourhoods.

- With the potential impact of taller buildings understood at a strategic level, locations have been chosen to optimise accessibility to the district centre and the railway station and associated transport interchange. Building heights can also help with wayfinding and district identity and so localised increases in height are being considered to promote this. Whilst overall heights are taller than the heights of 2-6 storeys suggested in comments, the strategy is to bring forward a range of building heights to create a varied and well-articulated skyline, the ambition of which is reflected in the policy.
- In response to concerns that the new District could be a windy and heavily shaded place, it is important that when planning for tall buildings a high-quality street level environment is created. It must be human in scale and resolve microclimatic issues to produce well designed, attractive and comfortable streets and spaces throughout the year. Sections have been devised to show the scale of the street width to building heights as part of each of the centres throughout the North East Cambridge area. These demonstrate how large-scale trees, footways and other open spaces can be easily accommodated whilst delivering the scale of development required to make development at North East Cambridge viable.

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

Development densities and building heights should not exceed those identified on Figure 19. Densities and intensification of appropriate uses will increase around highly accessible parts of the Area Action Plan area and activity clusters such as the District Centre and Cambridge North Station.

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

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

- a) Be of exemplary design which is proportional and elegant;
- b) Create a well-articulated and varied skyline;
- c) Make a positive contribution to the local and wider skyline;

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

### Why we are doing this

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

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

### Density

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

National policy requires planning authorities to make the best use of such available land and to link the density of development to accessibility by public transport infrastructure. The MHCLG National Design Guide (2019) paragraph 63 advocates compact forms of development as a method of bringing people together and supports 'local public transport, facilities and local services' to 'reduce dependency upon the private car'. Such 'transport orientated development' is the model employed in major urban centres and recognises the benefits of low private car dependency when compact, walkable places are created that maximise opportunities



to provide shops and services close to and embedded into mixed use districts that also provide homes and jobs. Density is also intrinsically linked to the ability to sustain services and facilities and provide what people need in their day to day lives.

North East Cambridge represents one of the last remaining large scale brownfield regeneration opportunities in Cambridge and with the accessibility of the site radically improved in recent years through the opening of Cambridge North Station and the routing of the Cambridgeshire Guided Bus, the ability to deliver sustainably located new homes and jobs is now a real possibility. Future committed and planned transport improvements, including new cycling routes and the CAM, will further improve accessibility in this area.

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

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

A range of development typologies and densities have been modelled as part of the preparation of the North East Cambridge Area Action Plan to understand the site capacity and establish how different land uses can be compatible and land efficient. North East Cambridge will deliver a significant uplift in existing commercial floorspace within the Area Action Plan area along with densities of housing that are higher than those elsewhere in established parts of Cambridge. Buildings will need to be innovative to provide a range of residential accommodation and which successfully create mixed use forms to deliver an appropriately dense predominantly mid-rise, attractive street based new district.

### **Building heights**

*Figure 20: Comparison of building heights across North East Cambridge*

*[To be added]*

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

views from vantage points around and within the city. The prevailing scale of development in the city is currently between 2 and 5 storeys with other taller structures up to 9 storeys

There are two important historic works that consider tall buildings in the Cambridge context. “Cambridge Planning Proposals: A report to Cambridgeshire County Council” by William Holford and Myles Wright (1950) (Figure 7) and “Dreaming Spires and Teeming Towers: The Character of Cambridge” by Thomas Sharp (1963). Holford and Wright’s publication suggested that building height limits be imposed near the centre of Cambridge with a maximum height limit of 55 feet (approximately 17m). “Dreaming Spires and Teeming Towers” was a report examining the character and scale of the centre of Cambridge with the objective of serving as a guide for developers and the Council at the time. The author advocated restraint and caution in dealing with any proposals for tall buildings within the centre of the City. Both documents reveal that concerns over tall buildings within Cambridge are nothing new.

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

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

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

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

Overall building heights have been tested through a Landscape Character and Visual Impact Appraisal and will then be refined through a Heritage Impact Assessment. These documents will inform an overall Townscape Strategy that will take and implement the recommendations and conclusions from both reports to help define an approach at North East Cambridge that maximises development capacity but is not harmful to the setting of Cambridge, the Historic core, the wider Fen landscape or other nearby heritage assets.

Assessments so far have concluded that there is capacity to accommodate some taller buildings in the District Centre without causing a detrimental impact on the setting of the City and nearby established residential neighbourhoods. Development at North East Cambridge could be up to an equivalent of 13 residential storeys or 39m inclusive of roof top plant (residential floor to floor height of 3m) within the District Centre and this represents a significant increase from the existing building heights in the City. However, buildings and groups of buildings will not be of the same or similar heights across the whole District and will need variation and articulation to create an attractive development. The overall approach will be to create a varied and well-articulated skyline where taller buildings read as incidents and where each considers its impact on the immediate and wider context.

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

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

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

### **Evidence supporting this policy**

- North East Cambridge Landscape Character & Visual Assessment (2020)
- Spatial Framework
- Innovation District Paper
- Typologies Study (2020)

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

### Monitoring indicators

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

### Policy links to the adopted Local Plans

#### Cambridge Local Plan (2018)

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

#### South Cambridgeshire Local Plan (2018)

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles

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

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## 5.5 North East Cambridge Centres

*Figure 21: Location of new centres in North East Cambridge*

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

### What you told us previously

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

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

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

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

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

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

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

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

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

public realm, providing spaces for movement, interaction, circulation, seating and biodiversity to enable public life to thrive. Streets and spaces should be designed to be multi-user and multi-generational.

- The storage of waste and recyclable materials, bicycles and utilities infrastructure should be integrated into the design of the building to avoid having a negative effect on the public realm.
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built-up nature of the sub area and surrounding areas, surface water flooding should be mitigated in the design of the development;
- Servicing should be accommodated 'on street'.

### Policy 10b: District Centre

Current/previous land use	Veolia Waste Transfer Station Golf Driving Range Former Park and Ride facility Office buildings		
Acceptable land uses	Residential (see Policy 13a) Employment (B1a) (see policy 12a) Town Centre uses (see Policy 15) Community and cultural including primary school (see Policy 14) Health facilities (see Policy 14)		
Indicative Development Capacity			
Residential units	Employment	Retail	Community and Cultural Uses
c. 250 units	c. 20,000m <sup>2</sup>	5,000m <sup>2</sup>	5,700m <sup>2</sup> (plus primary school)
Ownership	North – Cambridge City Council South – The Crown Estate		
Phasing			
2025-2030	2030-2035	2035-2040	



X	X	X
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## Development Requirements

Key enabling moves required to facilitate development include:

- The relocation of the Veolia Waste Transfer Station off-site, in accordance with the Minerals and Waste Local Plan;
- The off-site relocation of the Golf Driving range.

## Design requirements

- Development should improve the arrival experience to the District Centre from the surrounding areas;
- Development within Cambridge Business Park that falls within this area will be required to form the southern half of the District Centre. Proposals will be required to reflect the grain, scale and form of development on the northern side to create a coherent and legible District Centre.
- The First Public Drain is a key asset that should be protected and enhanced as a biodiversity corridor and amenity space which is integrated into the District Centre;
- A new District Square should be created at the intersection of the District Centre, diagonal link and Linear Park. The design of the District Square should facilitate the provision of a local market to operate as well as other public events and informal use. The District Square will need to:
  - a) Support a range of creative local businesses in creating a sense of place in the District Square through the provision of flexible space for market stalls to operate;
  - b) Provide opportunity for local businesses to trade, on a weekly basis. In addition, farmers markets and seasonal markets may operate throughout the year alongside other events and everyday life activities in this space;
  - c) Promote a large public, high quality and lively gathering place which is mixed-use, for local residents and businesses to use; while creating a distinctive sense of place, optimising the use of public space;
  - d) Provide appropriate space for storage units within adjacent public buildings or facilities, support operations including electricity for pitches and designated loading and unloading spaces.
  - e) They should be located to complement rather than conflict with the

neighbouring uses in terms of quality of life / amenity issues such as noise and servicing.

- The public realm within the District Centre should provide spaces which are available for everyone to enjoy all year round, during the day and evening and that are safe. These spaces should invite people to spend time there to help foster social interaction.

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## Policy 10c: Science Park Local Centre

Current/previous land use		Vacant land – extant planning permission for B1 building	
Acceptable land uses		Residential (see Policy 13a) Employment (B1) (see Policy 12a) Town Centre uses including retail (see Policy 15) Community and cultural (see Policy 14) Logistics Hub (see Policy 12b) Car Barn (see Policy 22)	
Indicative Development Capacity			
Net residential units	Employment	Retail	Community and Cultural Uses
	Employment space: 9,300m <sup>2</sup>  Logistics Hub: 1,150m <sup>2</sup>	1,000m <sup>2</sup>	100m <sup>2</sup>
Ownership	Trinity College		
Phasing			
2025-2030		2030-2035	2035-2040
		x	

### Development Requirements

#### Appropriate uses

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

#### Design requirements

- Development should improve the arrival experience to the Local Centre and Cambridge Science Park from Cambridge Regional College and the surrounding areas;
- A high quality amenity and biodiversity public open space should be provided to the east of the local centre to enhance the entrance to Cambridge Science Park in this location; A new Local Centre Square

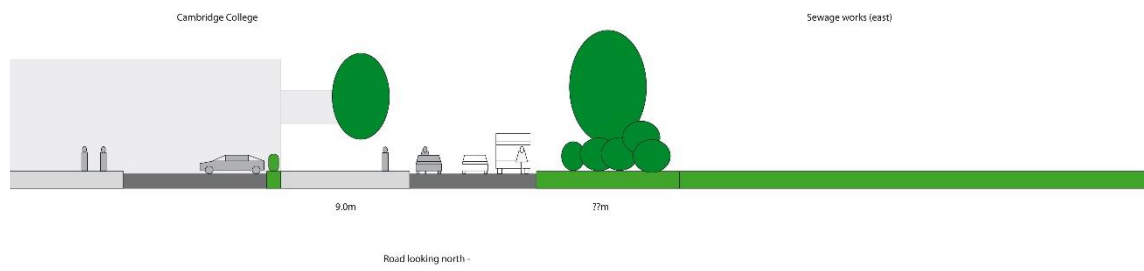
should be created to create street activity and informal open space, creating opportunities for people to dwell within an inviting public realm;

- Development should address the street along King's Hedges Road through active frontages where possible and by moving the building line closer to the street to introduce a new urban character;
- There is an opportunity to enhance the junction with the Cambridgeshire Guided Busway and Kings Hedges Road through significant public realm improvements including tree planting and pedestrian and cycling crossings. This would need to be carried out in partnership with the Greater Cambridge Partnership, Cambridgeshire County Council and Cambridge Regional College. Proposals should be designed to encourage the through movement of people from the Guided Busway bus stop to Cambridge Regional College.

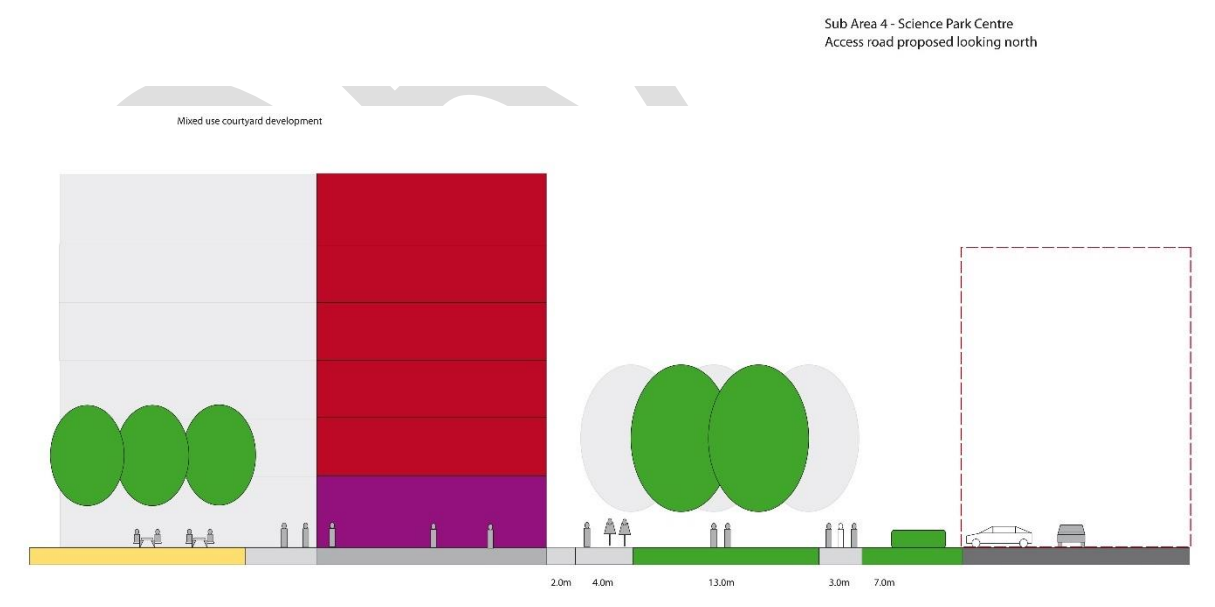
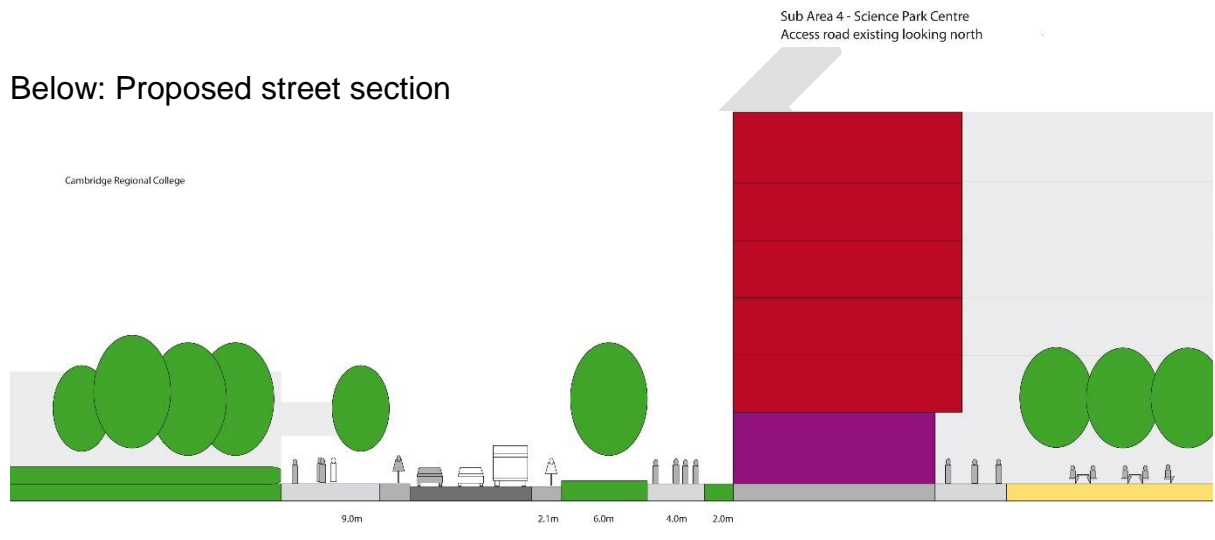
Image below: Cambridge Science Park Local Centre plan



Below: Existing street section



Below: Proposed street section



Sub Area 4 - Science Park Centre  
Linear Park looking north



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

### Policy 10d: Station Approach

Current/previous land use		Railway car park Former railway sidings Vacant land	
Acceptable land uses		Residential (see Policy 13a) Employment (B1a) (see Policy 12a) Town Centre uses including retail (see Policy 15) Community and Cultural Uses (see Policy 14)	
Indicative Development Capacity			
Net residential units	Employment	Retail	Community and Cultural Uses
c. 500 units	c. 15,000m <sup>2</sup>	1,000m <sup>2</sup>	100m <sup>2</sup>
Ownership	Chesterton Partnership (Formed of Network Rail / DB Schenker / Brookgate)		
Phasing			
2025-2030		2030-2035	2035-2040
x			
<b>Design Requirements</b>			

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

Image: Station Approach Centre plan

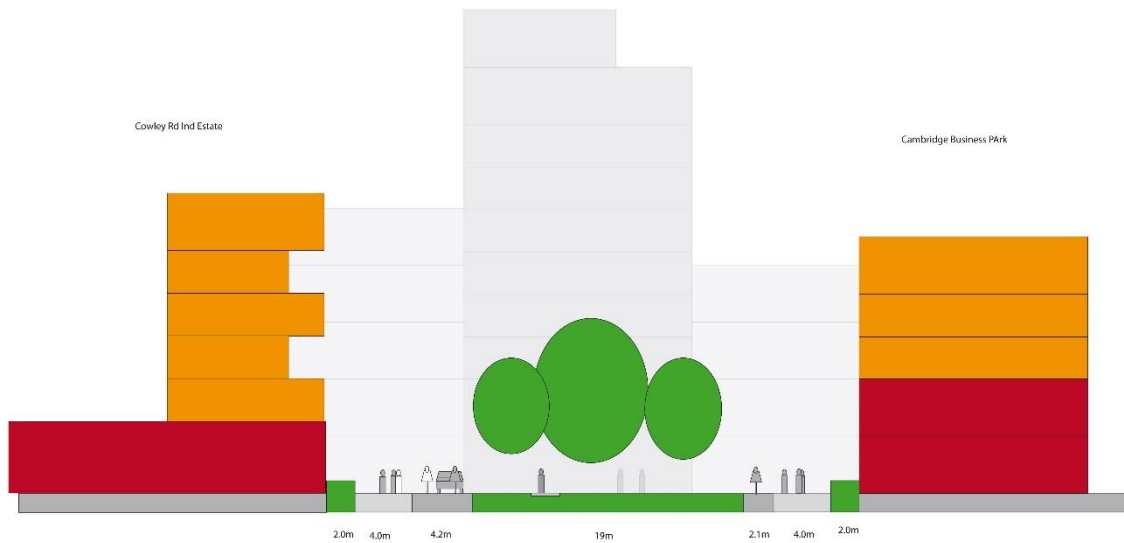


Below: Existing street section





## Below: Proposed street sections



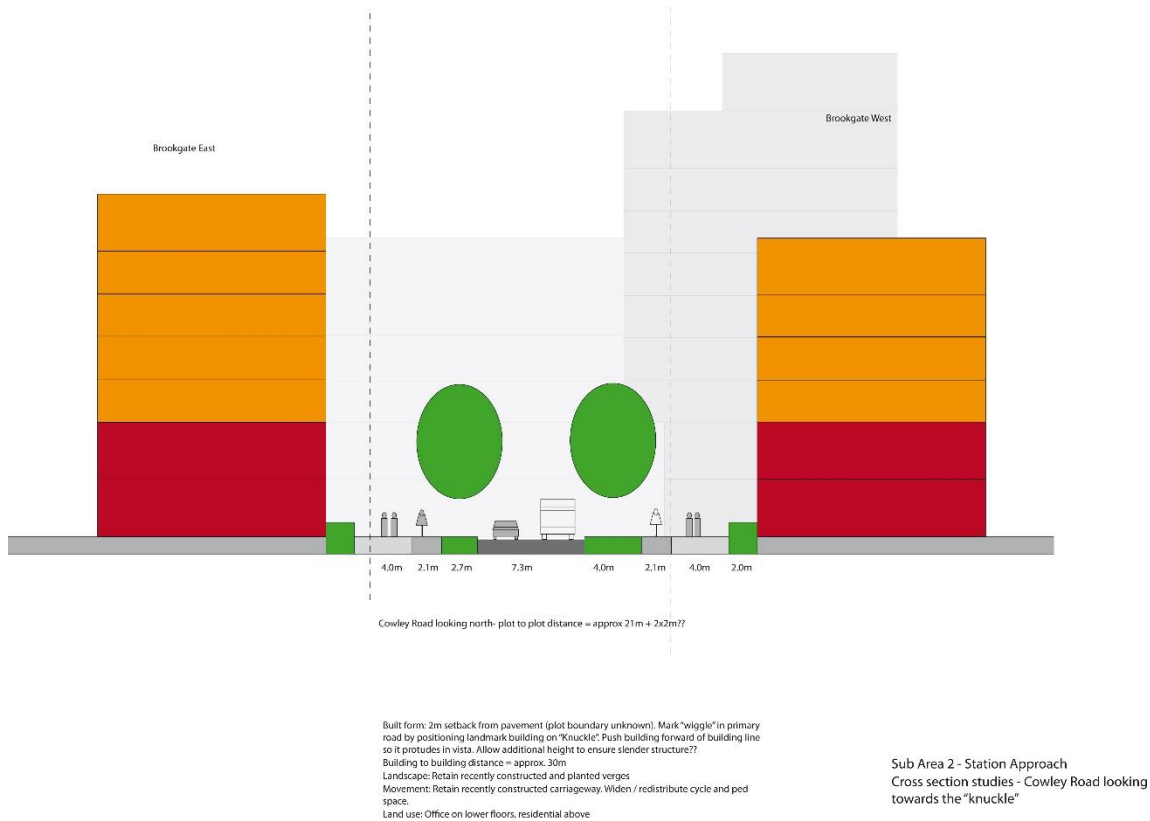
Built form: 2m planted setbacks on CBP and Cowley Road Ind Estate. Building to building distance consistent along corridor – approx 38m (see Sub Section 1). Terminate views along corridor on landmark building on "knuckle". Shift position to push into views and allow more height to ensure slender structure??  
 Landscape: Continue green corridor established in subsection 1 and widen to incorporate footways on either side. Selective retention of existing planting to establish more "natural" feel than district centre.  
 Movement: No through access for motorised vehicles. Spacious pavements / shared space with integrated cycling and local access loops on north side.  
 Land use: Resi above employment on both side. Allow for deeper units for B2 uses on Cowley Road side?

Sub Area 2 - Station Approach  
 Cross section study through green main corridor looking to knuckle. No through traffic (ref car access strategy alternative diagram)



Built form: Retain similar profile / proportions as Cowley Road south to create consistency along the primary route  
 Landscape: Continue green verges as established in recently constructed Cowley Road south. Widen verge to west to 4m as carriageway can be reduced to 6.1m  
 Movement: Primary movement route (realigned as per diagram for SubArea 1)  
 Land use: Employment at ground level, residential on top. Eastern side could include wider units to accommodate B2 / B8 uses.

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



## Policy 10e: Cowley Road Neighbourhood Centre

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

c. 100 units	c. 2,900m <sup>2</sup>	300m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Primary school</li> <li>• Secondary school (if required)</li> </ul>
Ownership	West of Cowley Road: St Johns College East of Cowley Road: Anglian Water		
Phasing			
2025-2030	2030-2035	2035-2040	
	x	x	

### Development Requirements

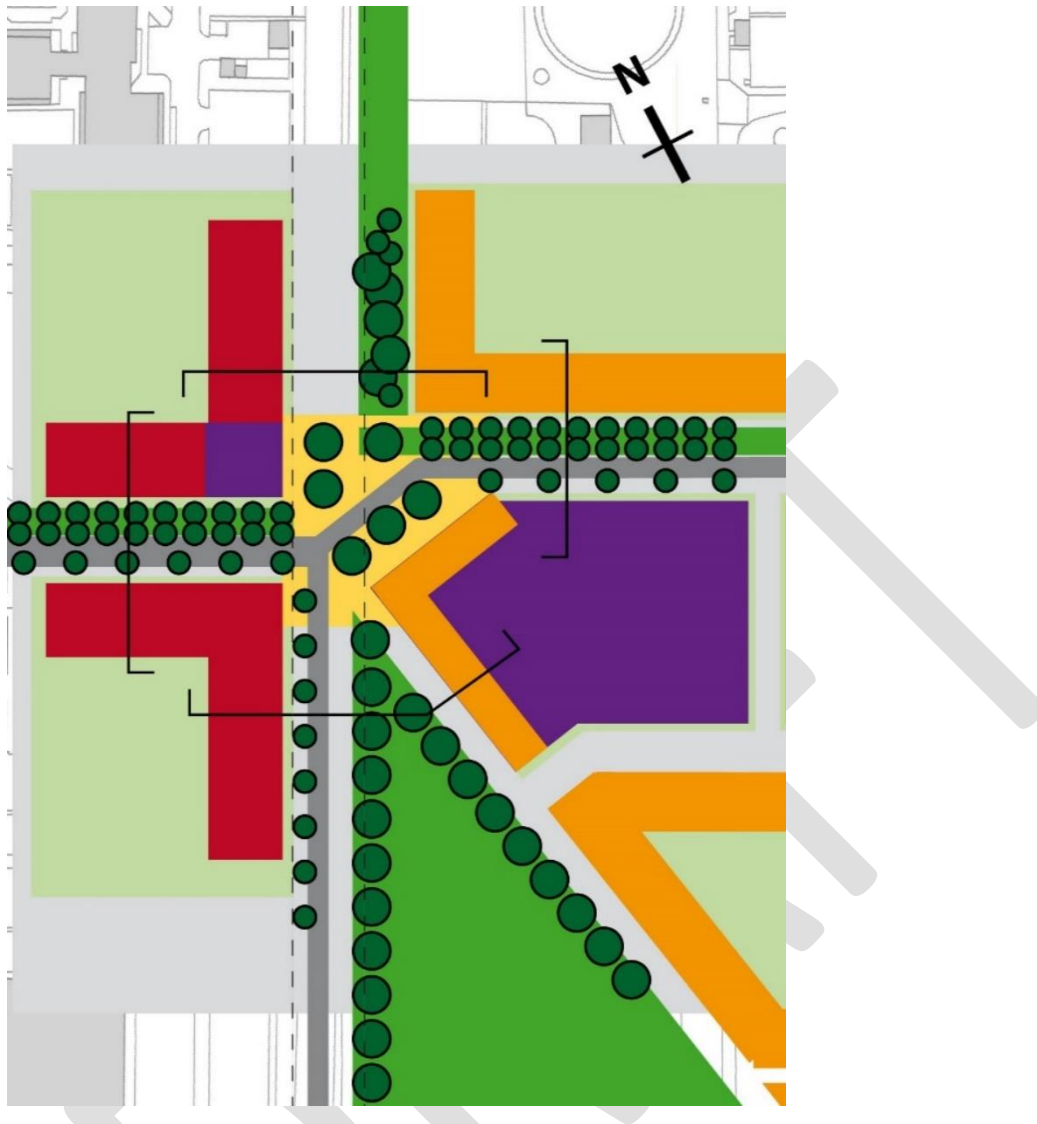
Appropriate uses:

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

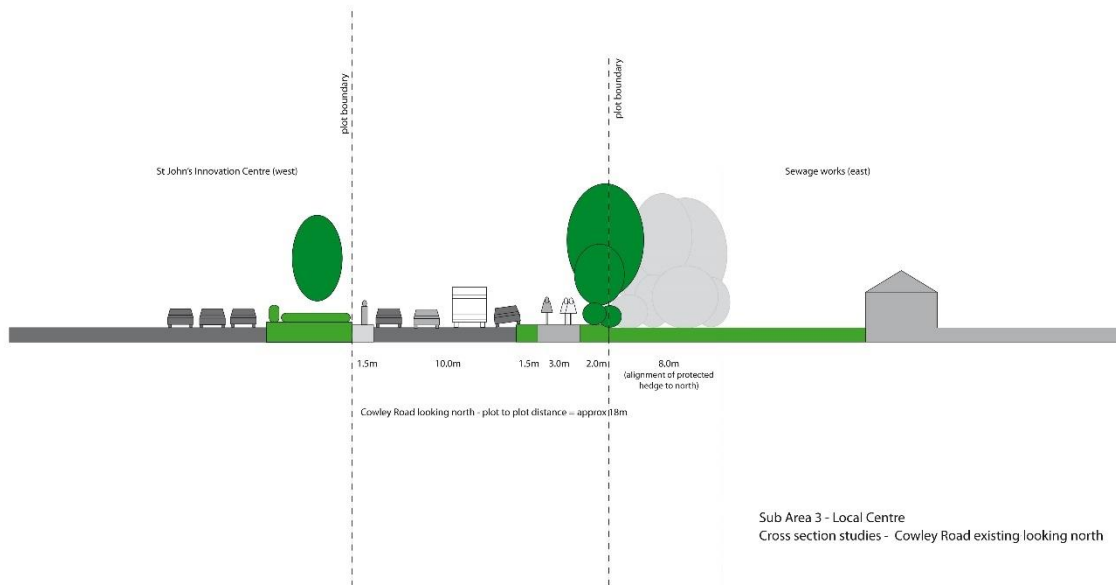
### Design requirements

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

Below: Cowley Road Neighbourhood Centre plan



Below: Existing street section

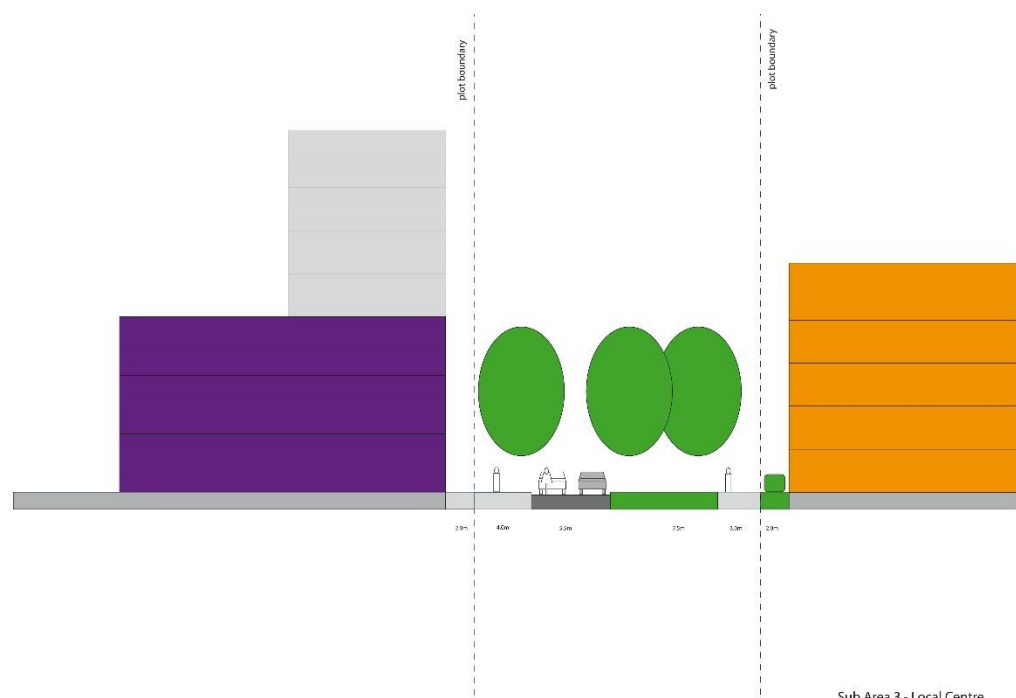


Below: Proposed street section

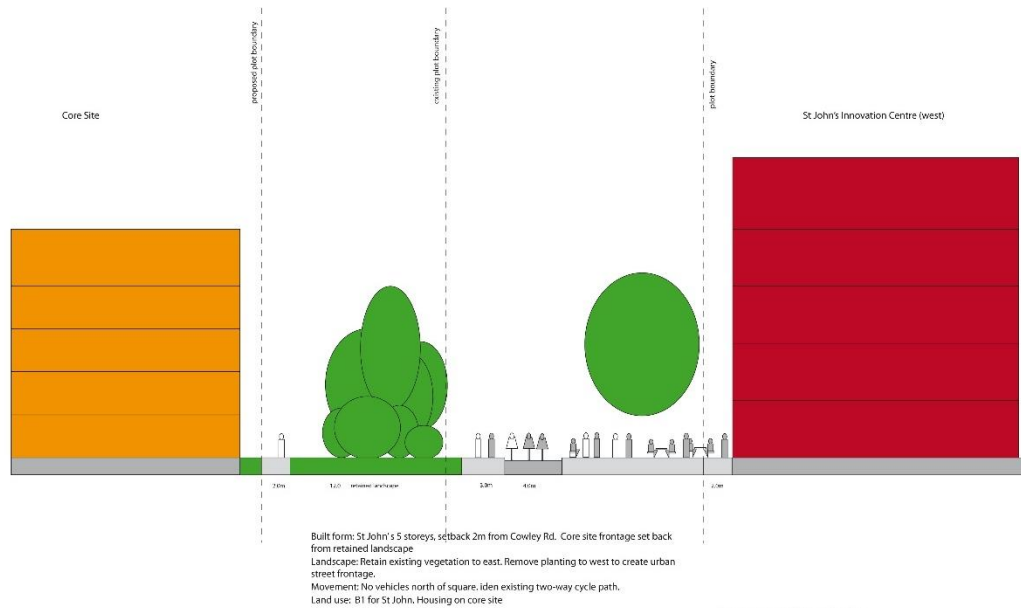


Built form: St John's 5 storeys, setback 2m from Cowley Rd. School building 3 storey (plus 4?) set back behind green (see plan)  
 Landscape: Retain existing vegetation to east and incorporate in new green space (triangular in shape, see plan). Remove planting to west to create urban street frontage.  
 Movement: Reduce road width and remove on-street parking. Widen existing two-way cycle path. New diagonal cycle / ped route along green.  
 Land use: B1 for St John. School with housing on top to create higher development on corner.  
 Reference: Cambridge City Centre green spaces; Uburg College, Amsterdam

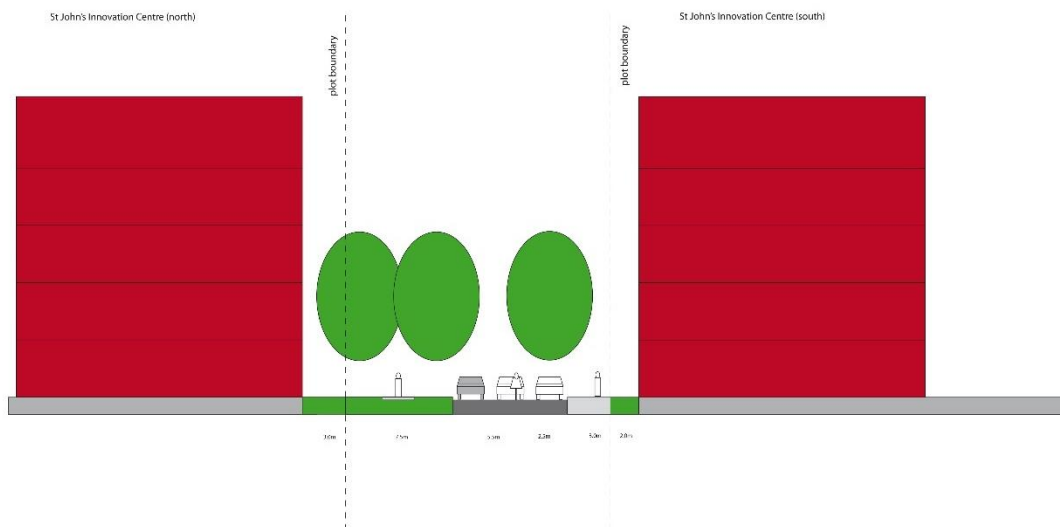
Sub Area 3 - Local Centre  
 Cross section study - Cowley Road, south of square



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



Sub Area 3 - Local Centre  
Cross section study - Cowley Road, north of square (looking south)



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



## Why we are doing this

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

There are a number of overarching aims and requirements which will apply to all development proposals in the district centres, as well as bespoke requirements and design guidance applicable to specific centres. These policies are required to set out how the new centres will create vibrant, multi-functional, community spaces for new and existing residents, workers and students.

The centres should be thought of as more than just transport or movement corridors. They should be considered and planned as the foundation for public life, public

health, for social and cultural exchange and for the promotion of sustainable and liveable lifestyle. A multi-user and multi-generational approach to their design, programme and management will create the conditions for public life to thrive throughout the day and evening. This should include opportunities to dwell, meet family and friends, play, and exercise.

## District Centre

*Figure 22: Illustration of the design ambition for the District Centre*

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

Images: District Centre plan



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

The District Centre will be the key link between Cambridge North Station and Cambridge Science Park in terms of land use and activity. It will provide a significant amount of retail floorspace comprising of a mixture of 'town centre uses' including

comparison and convenience shopping as well as food and beverage. The retail offer in the District Centre will be sized to encourage independent retailers as much as possible, although high street chains could be accommodated within smaller units as typically found on local high streets.

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

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

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

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

### **Science Park Local Centre**

*Figure 23: Illustration of the design vision for the Cambridge Science Park Local Centre*

The Cambridge Science Park local centre is positioned at the southwestern corner of Cambridge Science Park and is adjacent to Cambridge Regional College and Kings Hedges Road. The site has excellent accessibility to the Cambridgeshire Guided Busway and by foot and cycle to the adjacent residential areas of Kings Hedges, Arbury and Orchard Park.

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

To further enhance this entrance into Cambridge Science Park, there is an opportunity to create a new public open space to the east of the local centre which can form part of both the local amenity offer in this part of Cambridge Science Park but also connect into the wider green network. This space should be accessible and



welcoming to all and encourage social interaction. This open space will also assist in this local centre achieving biodiversity and water management requirements.

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

### **Station Approach**

Station Approach will be a key transition place between Cambridge North Station and the District Centre. It will therefore be crucial that a high quality and integrated response to key issues such as land uses, active frontages and street activity is created and that through well designed streets, buildings and wayfinding, a place is created that is easy to find your way around.

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

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

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

### **Cowley Road Neighbourhood Centre**

Cowley Road Neighbourhood Centre is positioned on the intersection of a number of key pedestrian and cycling routes within the North East Cambridge district. This includes the new underpass under Milton Road between Cambridge Science Park and St John's Innovation Park as well as the main pedestrian and cycle route between North Cambridge railway station and, via the Jane Coston Bridge, to Milton. This Neighbourhood Centre is anchored by a new primary and secondary school

campus, (subject to the secondary school being required in accordance with Policy 14: Social, community and cultural Infrastructure), and supported by a number of small retail units that will serve the day to day needs of people living and working locally. It would also contain some commercial (B1) floorspace that would front Cowley Road.

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

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

### **Evidence supporting this policy**

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

### **Monitoring indicators**

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

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

Cambridge Local Plan (2018)

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

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

#### South Cambridgeshire Local Plan (2018)

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

## 5.6 Housing design standards

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

### What you told us previously

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

### How your comments have been taken into account

- Concerns about the quality of the kind of place created at North East Cambridge in terms of amenity and microclimate are reflected in the proposed policy wording with the 'Technical housing standards – nationally described space standard (March 2015)' utilised to help provide accommodation that meets the needs of future residents in terms of internal spaces standards.
- To provide a required standard for private and shared communal amenity space a series of minimum m<sup>2</sup> areas as well as depth and width minimums are identified. Good design goes beyond achieving minimum 'space standards' and the other policies in the Area Action Plan clearly set out expectations with regards to design quality at North East Cambridge. Evidence work through the North East Cambridge Typologies Study: *thinking more creatively about land use*, has compiled examples of innovative buildings and developments that deliver higher densities whilst also creating great places in which to live and work.

### Policy 11: Housing design standards

Proposals will be designed to:

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

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

- b) Ensure that a minimum of 5 m<sup>2</sup> of private outdoor space is provided for a 1-2 person (bedspace) dwelling and an extra 1 m<sup>2</sup> is provided for each additional person (bedspace). This can be provided as private balconies or shared private communal outdoor space, which can be rooftop garden space. The minimum depth and width of all balconies and other private external spaces must be 1500mm to ensure adequate circulation space. Private outdoor space must have adequate outlook, orientation and privacy, and be of practical shape and utility.
- c) Residential development should maximise the provision of dual aspect dwellings and avoid the provision of single aspect north facing dwellings.
- d) Residential development should ensure that all habitable rooms receive good natural daylight and sunlight in line with the latest BRE standards.
- e) Ten per cent of new housing will meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. will be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users'.

### Why are we doing this

Relevant objectives: 3, 4

Along with the other policies in the Built Form chapter of the Area Action Plan that establish an expectation for high quality design, the density of the development will need to be carefully managed to ensure high levels of amenity and that functional design elements are well resolved. Environmental factors that affect usability of buildings and spaces such as sunlight and shade, noise and pollution need to be assessed as part of a 'design led' approach. Private amenity spaces in the form of balconies, terraces and winter gardens along with more conventional gardens will allow people access to outside space. These spaces will be complimented by good links to accessible green spaces and streets that are enjoyable to use, and the wider pedestrian and cycle network are similarly important. Assessment of microclimatic impacts will therefore be required as part of development proposals.

### Evidence supporting this policy

- Housing Topic paper (2020)
- Greater Cambridge Housing Strategy
- Health and Well Being Topic Paper
- Anti-Poverty Topic Paper

- Ministry of Housing, Communities & Local Government (2015). Approved Document M: access to and use of buildings, volume 1: dwellings
- Ministry of Housing, Communities & Local Government (2016). Corrections to Approved Document M 2015 edition with 2016 amendments volume 1: dwellings

### **Monitoring indicators**

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

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

#### **Cambridge Local Plan**

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

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

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

## 6. Jobs, homes and services

*Figure 24: Map graphic showing broad locations and quantities of jobs and homes envisaged for North East Cambridge*

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

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

This section includes the following policies:

### Jobs

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

### Homes

- Policy 13a: Housing
- Policy 13b: Affordable housing
- **Error! Reference source not found.**

### Policy 13c: Housing for local workers

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

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

- Policy 13d: Build to Rent

- Policy 13e: Custom
- Policy 13f: Short term/corporate lets and visitor accommodation

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## 6.1 Jobs

*Figure 25: Map graphic showing broad locations and quantum of employment space envisaged for North East Cambridge*

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

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

### What you told us previously

#### Location of business uses

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

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

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

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

- We also asked you about the specific types of employment in this area and whether we should be planning for a particular business type. Whilst there

was some support for solely focussing on science and technology, you mainly supported the need to ensure that there are opportunities within North East Cambridge for start up companies and Small and Medium Sized Enterprises (SMEs) to establish themselves and then grow within the area through the provision of 'move on spaces'.

- There was also broad support for the Area Action Plan to be flexible in its approach to new development, so that development is able to respond to future economic conditions and changing business needs.

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

- Reflecting your comments, the proposed policy does not seek to promote or restrict a particular type of employment space but does set out a broad level of support where these types of spaces contribute towards delivering the overarching vision and objectives for North East Cambridge. This support also includes carbon neutral businesses and businesses that will be required to build development at North East Cambridge.

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

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

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

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

#### **Industrial uses**

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and citywide economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that proximity to Cambridge city centre would be key for any industrial uses re-located off-site.

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

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

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing spatial inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.

The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth aims. This is set out in Policy 21: Street hierarchy, which outlines a road hierarchy for North East Cambridge, and Area Action Plan

- Policy 20: Last mile deliveries which outlines how delivery vehicles should be managed to consolidate deliveries.
- No industrial floorspace will be provided or re-provided without careful mitigation of the environmental health concerns indicated in the comments.

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

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

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

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

Specifically, by land parcel:

- a. Anglian Water/Cambridge City Council site: This area will be transformed into a residential led mixed-use area which will include an element of new business floorspace primarily located within and in close proximity to the District Centre and Cowley Road Neighbourhood Centre.
- b. Cambridge Business Park: This area will undergo significant change through the introduction of new land uses. An employment led mixed-use development will be achieved through the intensification of business floorspace brought forward alongside retail and community uses and new homes.
- c. Cambridge Science Park: The principle source of business space development in North East Cambridge will be the intensification of employment floorspace within this area. This will include the redevelopment of existing under-utilised premises including associated car parks and the introduction of other supporting uses.
- d. Chesterton Sidings: New business space will be created in this area alongside homes and other employment, retail and community floorspace to create a mixed-use area, based around Cambridge North Station and the Station Approach Local Centre. This area will be a key gateway to both the site and wider area.

- e. Cowley Road Industrial Estate: There is the opportunity to introduce additional business floorspace in this area to compliment the adjacent residential and light industrial uses. Business space in this location should

**Policy 12b: Industry, storage and distribution**

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

Development proposals should:

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

### **Industrial Development Areas**

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

B2 – Light Industrial (minimum floorspace)

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

B8 – Storage and distribution (minimum floorspace)

- Cowley Road Industrial Estate (13,000 m<sup>2</sup>)
- Chesterton Sidings (4,000 m<sup>2</sup>)
- Cambridge Science Park (1,150 m<sup>2</sup>)

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

## Why we are doing this

Relevant objectives: 3, 5

North East Cambridge already plays a significant economic role locally and nationally. The city's future economic prosperity, and its contribution to the economic growth of Greater Cambridge, will be dependent on how successfully it can take advantage of its international reputation as a high technology and innovation cluster. Nevertheless, it is crucial that this is done in a careful and sensitive way, so that short term economic growth does not undermine the quality of the city and the wider area, and the quality of life for its citizens.

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

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

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

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

Cambridge Science Park and St Johns Innovation Park benefit from an excellent location adjacent to strategic transport infrastructure and close links to the University of Cambridge and associated Colleges. However, there are opportunities to maximise their potential, including increasing the scale and range of activities within them. In particular, the area has further potential to support business start-ups and small and medium-sized enterprises (SMEs) looking to capitalise on the high-quality research undertaken by the university and colleges as well as the established



businesses already in this area. There is also a disconnect between these sites and neighbouring Cambridge Regional college. As such Cambridge Science Park and St Johns Innovation Park could play a key role in developing the links between education and industry that are central to the underlying principles of an Innovation District and the inter-relationship between education, industry and innovation.

Cambridge Business Park is a successful and economically thriving business location. It is positioned at a key position within the Area Action Plan area, and currently forms a barrier between the existing communities in East Chesterton and the proposed District Centre. In order to respond to business needs over the plan period, there are landowner and council aspirations to redevelop the site as an employment led mixed-use area that will also form part of the District Centre.

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

## **Industry**

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

The Greater Cambridge Economic Land Review identifies that Cambridge has lost around 35% of its industrial floorspace over the past 20 years. Given the importance of industrial uses to both the needs of the Greater Cambridge's economy and local jobs, the Area Action Plan protects industrial floorspace. Consolidation of industrial

uses provides opportunities to increase the number of new homes within North East Cambridge without losing the industrial capacity currently on site.

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

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

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

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

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

per workstation that would be considered affordable will vary according to a range of factors such as location, type, quality etc.

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

*Figure 26: [Insert: Industrial mixed use typologies – Axonometric/isometric diagrams]*

### **Evidence supporting this policy**

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

### **Monitoring indicators**

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

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

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

- Policy 2: Spatial strategy for the location of employment development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 33: Contaminated land

- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 41: Protection of business space
- Policy 42: Connecting new developments to digital infrastructure

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

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

## 6.2 Homes

*Figure 27: Map graphic showing broad locations and quantities of new homes envisaged in North East Cambridge*

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

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

### What you told us previously

#### Housing quantity and mix

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

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

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

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

### **Affordable housing**

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

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

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

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

- To be added

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

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

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

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

#### **Build to Rent**

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

- One respondent felt that more information was needed about the current demand and need for Build to Rent housing in the locality.

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

- The Councils have commissioned research to understand the Built to Rent market and demand across Greater Cambridge and the wider housing market area. Whilst this evidence has suggested a strong demand for Build to Rent properties at North East Cambridge and the wider Greater Cambridge area, the preferred approach is to ensure that no placemaking or good growth objectives are compromised by bringing forward a significant number of Build to Rent schemes at North East Cambridge. This will be achieved by managing the overall number of Build to Rent units within the Area Action Plan area and careful consideration of their distribution across the area.
- The policy makes provision for longer term tenancies offering housing security and reassurance for occupiers as well as a longer-term stake in North East Cambridge for new residents. Maintaining high management standards and ensuring all Build to Rent schemes include affordable provision is key to achieving the mixed, inclusive neighbourhood vision for North East Cambridge.

### **Custom Finish**

- Responses on custom build were generally supportive. Respondents stated the need for better evidence to understand need, demand and viability. They also suggested that this might provide an opportunity to maximise variety and interest, but stated that these would need to adhere to the standards of being low or zero carbon homes that contribute to sustainable travel ambitions, while being upheld to high design standards.

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

- A level of custom build is being included to enable North East Cambridge to respond to custom build need. This housing provision will not be exempt from sustainability objectives, and will need to contribute to the good growth ambitions of the Area Action Plan.

### **Short term/corporate lets and visitor accommodation**

- You commented that should the development provide high numbers of short-term lets the area may lack a sense of place.

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

- The proposed policy restricts rental uses such as Airbnb that involve the loss of residential units and will allow purpose-built serviced apartments to provide for corporate lettings that might otherwise occupy a residential unit.



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All new homes are required to respond to the housing needs for Greater Cambridge, as defined by the councils' latest evidence. This should include a range of dwelling types, sizes and tenures to provide the choice and variety of housing needed to help deliver a mixed and sustainable new community. All proposals for residential development should therefore support social inclusion, wellbeing and sustainability.

Residential development including within mixed use schemes should:

- a) Deliver high quality homes (see Policy 11: Housing design standards) that contain a balanced mix of type, size, tenure and affordability, including family sized accommodation;
- b) Ensure homes of different tenures are both integrated and visually indistinguishable from one another;
- c) Deliver a minimum of 40% of all net additional units to be affordable housing through a combination of public funding, investment by institutional investors, registered providers and developer contributions (see Policy 13b: Affordable housing and Policy 27: Planning Contributions);
- d) Ensure that appropriate provision is made in suitable locations for specialist housing needs such as accommodation for older people, and people with disabilities or others needing specialist housing.

The Area Action Plan makes provision for at least 8,000 net dwellings in accordance with the distribution set out in the table below and the Area Action Plan Spatial Framework. Residential units in addition to the table below will need to be considered alongside the other policies of the Area Action Plan and adopted local development plan. Particular reference is drawn to Policy 22: Managing motorised vehicles , to ensure that future development does not compromise the trip budget for the area.

While the majority of new homes will be provided in high density apartment blocks,

<b>Development Parcel</b>	<b>Minimum net additional dwellings</b>
Anglian Water / Cambridge City Council site	5,500
Cambridge Business Park	500
Cambridge Science Park	0
Chesterton Sidings	730
Cowley Road Industrial Estate	500
Merlin Place	120
Milton Road Garage Site	100
Nuffield Road Industrial Estate	550
St Johns Innovation Park	0
Trinity Hall Farm Industrial Estate	0
<b>Total</b>	<b>8,000</b>

there is scope for an element of family sized houses to be delivered and for institutional housing to cater for specialist needs.

**Policy 13b: Affordable housing**

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The Area Action Plan requires 40% of new homes to be delivered as affordable housing, a minimum of 3,200 across North East Cambridge. To achieve this, all housing that provides 10 or more net additional dwellings should incorporate affordable housing in line with Policy 27: Planning Contributions, in accordance with the proportions and tenures set out the latest local affordable housing guidance, and must consider as a minimum:

- An assessment of unmet housing need based on the latest evidence;
- The existing supply of affordable housing in the local area, including the size and type of affordable tenure;
- Affordability of the homes in the context of local rent levels, house prices and local incomes;
- The financial viability of the proposed scheme.

It is expected that a minimum of 60% of the affordable homes will be social/affordable rent (i.e. housing currently set at Social and/or Affordable Rents) to provide a balanced mix appropriate to the development but still prioritising this tenure.

Early involvement of the Greater Cambridge Shared Planning Service, Housing Services and registered providers in site discussions and design is strongly encouraged at the pre-application stage, in order to ensure that the affordable housing will meet relevant standards, respond to the latest evidence of need, and achieve planning and site management requirements.

Given the aim to create a mixed community, the expectation is that on-site provision is the most appropriate to achieve this aim. Affordable housing design should:

- follow the agreed standards set out in Policy 9: Density, heights, scale and massing;
- not be visually distinguishable from market housing by its external appearance or the space standards adopted;
- be well integrated and not confined to less prominent parts of the site as a whole or any individual land, explore the pepper potting of affordable dwellings in mixed schemes where possible.

This policy recognises that tenure and rent levels alone do not achieve affordability, and as such this policy is intended to be considered alongside those that contribute to the living costs associated with the location and design of someone's home. These policies include:

- Policy 3: Energy and associated infrastructure, as homes that are highly energy efficient can lead to reduced utility costs, making homes more affordable to live in; and
- Policy 16: Sustainable Connectivity as homes located near employment centres, active travel facilities and public transport links also reduce the cost of living for households, particularly benefiting those on lower to middle incomes.

It is also recognised that Build to Rent Schemes deliver fewer than 40% affordable homes, and that this shortfall needs to be made up for by other schemes coming forward in North East Cambridge.

### **Policy 13c: Housing for local workers**

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

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

### **Policy 13d: Build to Rent**

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Build to Rent should be provided in a balanced way across North East Cambridge without being the dominant typology of homes in any location to ensure that specific areas contain mixed housing types and tenures, in line with Policy 1: A comprehensive approach at North East Cambridge and Policy 13a: Housing. To achieve this schemes that prioritise pepper potting Build to Rent across developments will be preferred. No more than 10% of the total housing across the Area Action Plan should be Build to Rent, i.e. a maximum of 800 homes across North East Cambridge.

Any Build to Rent scheme must comply with the following:

- a) individual schemes to be under common ownership and management control for the long term;
- b) dwellings to be retained as Build to Rent under a covenant for at least 15 years with a clawback mechanism and compensation mechanism if the covenant is broken;
- c) include a minimum of 20% private affordable private rent units, which will be counted towards overall 40% figure;
- d) ensure all units are self-contained Houses in Multiple Occupation;
- e) offer rent certainty for the period of the tenancy;
- f) offer longer tenancies (three years or more) to all tenants and break clauses for tenants, which would allow a tenant to end the tenancy with a month's notice any time after the first six months;
- g) have on-site management, this does not necessarily mean full-time dedicated on-site staff, but all schemes need to have systems for prompt resolution of issues and some daily on-site presence;
- h) ensure providers have a complaints procedure in place.

### **Affordable private rent**

**At least 20% of units developed as part of Build to Rent schemes in North East Cambridge will be affordable private rent delivered on site. This will contribute to the 40% affordable homes target of Policy 13a: Housing and Policy 13b: Affordable housing. These should be targeted to local workers where possible to comply with Policy 13c: Housing for local workers**

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

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

Policy 13d: Build to Rent. Affordable private rent is considered to be:

- a) a minimum rent discount of 20% for equivalent local private rent homes

### **Policy 13e: Custom Build**

On major developments, 2% of net additional homes should be brought forward as custom finish units. Given the high-density nature of North East Cambridge, it is expected that these would be apartments built to a shell finish where occupiers determine the final layout and internal finish. This could include the location of internal walls and fittings, and doors or windows where appropriate. Developers should clearly set out how the need for custom finish has been considered and addressed within development proposals.

All custom finish units need to meet the accessibility and space standards set out in Policy 11: Housing design standards.

### **Policy 13f: Short term/corporate lets and visitor accommodation**

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### **New visitor accommodation**

Proposals for new purpose-built visitor accommodation will be permitted if they meet identified needs of the Area Action Plan area within the North East Cambridge Area Action Plan boundary. Applications will be permitted subject to:

- a) there being a proven need for visitor accommodation to serve the area;
- b) the development will not result in the loss of existing housing;
- c) it being located in a district or local centre or within an employment park;
- d) the accommodation provided should be of high-quality with adaptable and accessible spaces;
- e) Proposals should minimise need to travel by private vehicle and should promote sustainable modes of transport.

Serviced apartments, if approved, will be conditioned so that they cannot be used for permanent residential use.

### **Conversion of existing visitor accommodation to residential use**

Proposals to change purpose-built serviced apartment units (excluding apart-hotels) to residential use will only be supported in circumstances where the whole block of units are converted and not sub-divided, prior to the application of the relevant housing policies, including affordable housing provision.

### **Conversion of existing residential uses to visitor accommodation**

Proposals to change residential units or land in residential use to visitor accommodation will only be supported in exceptional circumstances where it can be proven that the conversion will:

- a) not adversely affect the supply or affordability of local housing including rental values;
- b) not adversely affect resident's amenity and sense of security;
- c) not adversely affect the local area's character or community cohesion;
- d) include a service management plan, agreed by the planning authority and conditioned as appropriate which will cover all planning relating aspects of the use of the site that will facilitate and minimise planning enforcement of the site.

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

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



The adopted Local Plans for Cambridge City and South Cambridgeshire District Councils identify the need for 33,500 new homes across Greater Cambridge to cover the period until 2031. Both plans identify North East Cambridge as a key location for the delivery of new homes and jobs, the total amount to be determined through the preparation of this Area Action Plan and are not part of the adopted Local Plans numbers. It is anticipated that North East Cambridge therefore make a significant contribution to meeting the overall housing requirement for the emerging Greater Cambridge Joint Local Plan<sup>4</sup>.

To achieve the proposed number of new dwellings in line with the objectives set out in Policy 1: A comprehensive approach at North East Cambridge, homes in the Action Area Plan will take advantage of the availability of good public transport links to deliver higher density residential development whilst ensuring that the housing needs of the whole community are met. Development at North East Cambridge will need to provide a range of homes for potential residents including for those within single person households, families, older people, people who require specialist accommodation and for people wishing to customise their own homes at the construction stage. Such provision will help support housing diversity and sustainable good growth across Greater Cambridge.

The housing topic paper currently identifies that development at North East Cambridge should provide the range of housing sizes set out in the policy. Nevertheless, it is recognised that this identified need is subject to change based on a range of factors and should respond to the latest housing evidence. It is therefore important that applicants engage with Greater Cambridge Shared Planning Service through the pre-application process to confirm the latest evidenced need.

Low density housing, such as Travellers accommodation, is not currently seen as appropriate for achieving the housing targets set out in the local plans in this city location, although this is subject to change based on emerging evidence.

No extra provision of Houses in Multiple Occupation is recommended, as some market homes are likely to become Houses in Multiple Occupation over time anyway. But a proportion of Affordable Private Rent units could be provided as studio apartments for local workers at price points comparable to the wider Cambridge City Housing in Multiple Occupation market.

### **Housing quality**

As housing development comes forward, it will be required to contribute positively to placemaking. Housing should be provided in the appropriate locations identified in the spatial framework. It should be developed in a coherent manner according to the spatial framework's phasing to avoid being disconnected from other developments at

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North East Cambridge and the wider area. All housing should contribute to holistically designing out constraints such as air pollution, land contamination, proximity to A14, and noise quality concerns identified in Policy 25: Environmental Protection.

North East Cambridge should accommodate high quality homes that are of the highest design standards to meet the housing targets set out in the adopted local plans in line with the objectives of this Area Action Plan. The limited potential to significantly alter an apartment once developed reinforces the need for developments to offer a range of sizes that are flexible enough to adapt to different occupier needs over time. The provision of both wheelchair accessible and adaptable and wheelchair user homes enables people to alter their existing homes based on need, enabling people to live in their homes for longer regardless of physical ability. Housing design standards are stated in Policy 11: Housing design standards.

### **Affordable housing**

Greater Cambridge is an expensive place to live. High demand and limited supply combined with the in-migration of highly skilled workers contribute to the high cost of renting or owning a home in the city. Housing options for households on low and medium incomes are limited and reliant on social/affordable rent for rent. As identified in the Greater Cambridge Housing Strategy, 'affordable rent' (up 80% of market rents) is unaffordable to many, which has created a growing 'affordability gap' where middle income households are being squeezed out of the market; with limited housing options for low cost home ownership or the private rented sector. The demand for housing for these groups far outstrips the current supply.

The provision of truly affordable housing in close proximity to employment opportunities and transport links at North East Cambridge is a priority for both Councils. All residents in Greater Cambridge should be able to access affordable accommodation that meets their needs to ensure that the city can deliver good growth. In order to support this objective a minimum of 40% of net additional dwellings delivered at North East Cambridge is required to be affordable to enable the Councils to work towards meeting their wider housing needs and tackling poverty. Given that proximity to good transport links with the guided busway and North Cambridge rail station has the potential to increase demand and push prices up further, not to mention service charges on new homes that comply with sustainability standards, the policy prioritises social/affordable rent and some intermediate tenure accommodation to fully contribute to the delivery of a mixed and inclusive community that enables local people to access homes on site.

The social/affordable rent on site should be set at Social and/or Affordable Rents, in line with government rent policy at the time and considering robust and up to date evidence around local incomes and affordability. Affordable Rent homes should be

capped at or below Local Housing Allowance rates, or in line with any alternative affordability requirements set by the councils and in place at the time.

Providing truly affordable homes at North East Cambridge means ensuring that alongside the provision of social/affordable rent a range of intermediate products is delivered on the site to meet the widest range of needs including local households on middle incomes. Intermediate housing is housing other than social/affordable rent that meets the definition of affordable housing, including affordable routes to home ownership such as: Rent to Buy, which supports households on average incomes who aspire to own their home in the future; Affordable Private Rent as part of a Build to Rent Scheme; and Shared Ownership, which provides opportunities for households who would struggle to buy on the open market to purchase a share in a new home and pay a rent on the remaining unsold share.

To respond to variable national and local economic conditions and policy recommendations, the balance between different affordable tenure types needs to be informed by the latest evidence. The ambition is to provide a minimum of 60% social and affordable rent homes that ensure North East Cambridge is accessible for the widest range of people. This tenure makes up of this 60% needs to be agreed in line with the latest evidence and therefore the policy recommends that developers engage in pre-application discussions with the shared planning service to define this.

### **Housing for local workers**

North East Cambridge has the potential to be transformed from an edge of city employment centre into a truly mixed used neighbourhood where the majority of journeys are made via active travel. An ambition for North East Cambridge is that it designates some housing for local workers, including some which could potentially be tethered to specific employers in the Area Action Plan area. This could help ensure that housing on the site is suitable and sufficiently affordable for local workers on a range of incomes.

Both councils signalled an ambition in the Greater Cambridge Housing Strategy to work with local employers to provide accommodation that can support local workers. South Cambridgeshire prioritises exploring helping businesses to provide homes for their workers; and considering whether there are specific requirements to provide essential local worker accommodation as part of the overall mix of housing. Cambridge City Council has prioritised other mechanisms, including providing some priority to those in employment in the allocation of social/affordable rent where appropriate.

To meet the Area Action Plan's ambitions of low car ownership and creating a cohesive community, homes should be prioritised for local employment sites to support the local economy. In establishing the link between employment and residential uses, by integrating homes and workplaces not only are trips taken off the

road, but the operational cost of living is reduced, thereby contributing to the commitment of truly affordable homes outlined in Policy 13a: Housing and Policy 13b: Affordable housing.

### **Build to Rent**

As part of the plan making process, the National Planning Policy Framework requires local planning authorities to take into account the need for a range of housing types and tenures in their area including provisions for those who wish to rent. In Greater Cambridge, there is significant rental demand both from young professionals to live in the city centre. Build to Rent schemes are subject to national guidance and can make a contribution to increasing housing supply and accelerate delivery on individual sites.

There are some fears that large concentrations of Build to Rent would undermine placemaking as it could lead to more short-term tenants and transient communities. To help mitigate this, under the National Planning Policy Framework, Build to Rent is normally expected to offer longer-term tenancies than normally available in the private rented sector. Build to Rent schemes are also normally expected to be under single ownership, which can provide a greater commitment to, and investment in, placemaking as they are subject to single management standards.

The Councils accept that there is a demand for Built to Rent homes within Greater Cambridge and specifically at North East Cambridge and that Build to Rent schemes can deliver homes at a faster rate than conventional market housing. Nevertheless, it is critical that North East Cambridge provides a range of new homes of different types and tenures. The over proliferation of Build to Rent homes within North East Cambridge has the significant potential to undermine good placemaking principles of creating balanced and mixed communities. To ensure that Build to Rent can make a strong contribution to good growth without undermining placemaking or impacting affordable housing targets, the policy therefore seeks to manage the number and clustering of Build to Rent schemes across the Area Action Plan area to achieve a balanced community in line with Policy 1: A comprehensive approach at North East Cambridge.

To achieve the Area Action Plan's objectives, it is encouraged that developers wishing to include Build to Rent within their schemes engage pre-application discussions with the shared planning service to ensure that the proposal is responsive to the latest housing evidence on unit sizes and the tenure types in local area.

Build to Rent proposals need to satisfy the eligibility criteria set out within this policy, and any subsequent BTR Policy adopted by the Councils, to ensure schemes are well managed and tenants have some choice in how long they can remain in their homes. The mechanism for providing affordable housing should be agreed with the Councils but is likely to be secured through a legal agreement. Given the aim to

create a mixed community, the expectation is that on-site provision is the most appropriate to achieve this aim.

### **Custom finish housing**

The councils have a duty to identify land or plots which meet the needs of those registered on their Self-Build and Custom Housebuilding Registers. The Self-build and Custom Housebuilding Act 2015, as amended by the Housing and Planning Act 2016, requires each relevant authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area for their own self-build and custom. This builds on the Localism Act 2011's Community Right to Build, which gives communities a new way to deliver the development they want – be it homes, shops, businesses or facilities – where the benefits of the development will be retained by the community for the community.

There are currently at least four groups looking to build their own homes in the Greater Cambridge area through community-led housing models, and just under 400 applicants have registered an interest in self and/or custom build housing across Cambridge City and South Cambridgeshire. To meet this need North East Cambridge can include some form of custom build.

Due to the high-density nature of North East Cambridge, it is anticipated that the provision of serviceable plots for self-build housing is unlikely to be suitable. Nevertheless, there are opportunities for development to provide self-finish apartments, where future occupiers are able to decide internal layouts and finishes. In order to meet some of the need identified on the council's registers, and to diversify the types of homes within North East Cambridge, schemes of 11 units or more will be required to provide around 2% of new apartments to a self-finish standard.

### **Corporate and short term lets**

In recent years, the use of online platforms such as Airbnb to rent out either whole or parts of a residential unit as temporary accommodation for a variety of occupiers has become quite prevalent in popular tourist locations and areas close to large employment centres. Although these services provide opportunity to support good growth in cities, the widespread and concentrated prevalence of this activity involving the whole (including part use) of the residential unit has many negative effects on surrounding local residents. These include:

- Loss of amenity space, privacy and enjoyment of their home resulting from patterns of behaviour of short-term tenants
- Continual disruption caused by visitors moving in and out of the premises, disruptive occupants and associated servicing of the unit(s).
- Frequent rotation of unknown, neighbouring occupiers undermines residents' sense of security of living in their own homes.

Serviced apartments differentiate themselves from the more informal online rental operations by marketing their residential units to the corporate market for serviced apartment use for longer 'short-term' stays. These are particularly attractive to large businesses who offer to provide accommodation to new recruits for the first few months of employment in residential accommodation to help with their relocation. Cambridge already has experience of this trend with many new residential developments on the southern fringes let to corporate employees on a 1-3 month letting arrangement. Similarly, at the main railway station where significant new office buildings have been built several residential developments are let to corporate employees.

The removal of residential properties from the local housing market, either as informal online rental or serviced apartments, creates imbalance and increases local rental values. It also undermines the character of the local area and community cohesion – both very important aspects of sustainable communities - by increasing the transitory nature of the community. It is recognised that there may be a need for some corporate lettings from businesses operating within North East Cambridge however these should not be provided at the expense of reducing the number of homes within North East Cambridge due to these negative impacts.

Given the Area Action Plan's objective to deliver a significant amount of new homes and jobs, it is important that residential units are not subsequently lost to informal rental use or used as serviced apartments on a permanent basis. It is recognised that property owners may rent out their properties on short-term assured tenancy agreements (minimum 6 months) or for just certain periods of the year when they are away and retain the property as their main residence. These may involve infrequent occupier rotations however they are not considered to involve the loss of a residential unit to visitor accommodation.

Other than traditional hotels, visitor accommodation such as apart-hotels and serviced apartments can take various forms. Some accommodation offered at apart-hotels and serviced apartments display characteristics associated with permanent, self-contained housing. Some is more akin to hotels, as a result of the type of services they provide, and, as such, may consequently result in different impacts to permanent housing. Apart-hotels and serviced apartments may therefore fall within the C1 Use Class or be a sui generis use, depending on their characteristics, such as (amongst others):

- presence of on-site staff/management
- presence of reception, bar and/or restaurant
- provision of cleaning and administrative services
- ownership or other tenure of units and/or ability to sell or lease on the open market
- minimum/maximum lease lengths.

Developers will be required to provide full details of the nature of the accommodation to be provided and the proposed terms of occupation when submitting a planning application for an Airbnb type use, new apart-hotels and serviced apartments.

Where proposals for apart-hotels or serviced apartments are considered to fall within C3 use class proposals or comprise sui generis uses which have the characteristics of a C3 use, such proposals will be conditioned accordingly, to ensure that these are not used as permanent residential units.

The Councils will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure minimum and maximum lengths of stay (typically 90 days) and a restriction on return visits. Extensions to the 90-day maximum length of stay for serviced apartments, will only be considered on a case-by-case basis for a specific employer operating in the Area Action Plan area. This will ensure the area is able to cater for its own needs and not become a destination location for other hotel users. These will also be secured by condition or via a Section 106 agreement. If the business were to subsequently move away from the Area Action Plan area, the extension would be terminated. Extended stays beyond 90 days are proposed to avoid putting additional pressure on the local housing market by discouraging the occupation of residential units by corporate lettings, for businesses operating within the Area Action Plan area.

All visitor accommodation buildings should achieve and maintain high-quality standards in terms of their environmental building standard/rating (see Policies 3 to 5) as well as the facilities and services they offer their occupiers.

### **Evidence supporting this policy**

- Housing Topic paper (2020)
- Greater Cambridge Housing Strategy
- Health and Well Being Topic Paper
- Anti-Poverty Topic Paper
- Greater Cambridge Sustainable Design and Construction SPD

### **Monitoring Indicators**

- Net additional homes
- Number of affordable homes delivered on-site
- Net additional homes by district
- Range of homes delivered

- Number of homes delivered for local workers
- Net additional Build to Rent dwellings
- Proportion of Build to Rent dwellings that are affordable
- Financial contributions secured and received towards off-site affordable housing
- Number of custom finished homes delivered on-site
- Number of visitor accommodation units provided on-site

### Policy links to the adopted Local Plans

#### Cambridge Local Plan

- Policy 45: Affordable housing and dwelling mix
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 77: Development and expansion of visitor accommodation

#### South Cambridgeshire Local Plan

- Policy E/20: Tourist Accommodation
- Policy H/8: Housing Density
- Policy H/9: Housing Mix
- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/2: Public Art and New Development
- Policy SC/4: Meeting Community Needs
- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy TI/2: Planning for Sustainable Travel



- Range of homes delivered

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## 6.3 Social, community and cultural facilities

*Figure 28: Map graphic showing anticipated new social, community and cultural facilities within North East Cambridge*

Social and community facilities are a vital part of ensuring that communities' day to day needs are met, as well as the wider importance of building wellbeing, social interaction, lifelong learning and cultural exchange. We want to ensure that new social infrastructure in North East Cambridge meets the needs of existing and new communities without duplicating what is already provided around the area.

We expect development to include space for a range of identified facilities which our evidence shows will be needed. We want to make sure that these are multi-functional, accessible, and well-integrated with other uses and this policy sets out how we expect this to be achieved.

### What you told us previously

- You supported the provision of community and leisure facilities that encourage social inclusion.
- You suggested that North East Cambridge could provide high-quality public spaces for cultural and community-led events throughout the day and in the evenings. Comments told us that spaces should be multi-functioning and accessible to encourage community connectivity with open space to support health and well-being in North East Cambridge.
- Comments suggested that the inclusion of existing educational facilities surrounding the development e.g. Cambridge Regional College (CRC) would be important and could be utilised as an opportunity for education intensification.
- Many comments were in support of providing a range of community and cultural spaces in flexible, small and large facilities. Generally, meeting spaces such as local libraries, community meeting points and multi-functional flexible spaces are supported.
- Comments raised the need to provide a range of education facilities including specialised and essential education with the consideration of a secondary school on site. Comments also encouraged the provision and requirement of schools on-site and off-site in surrounding areas to be set out within the Area Action Plan.
- There was support for including performing arts and creative spaces integrated in mixed-use facilities to meet the needs of community theatre groups.

- Many comments supported the need for access to health care facilities such as a doctor's surgery or pharmacy. Some comments suggested the need to connect existing facilities such as the Shirley School and health centre on Nuffield Road to ensure connectivity between the North East Cambridge and surrounding areas.
- Comments reflected the need to provide formal and informal recreational areas for various ages and abilities to use with child-friendly facilities in walking distance of the surrounding areas. A youth centre or community centre was supported to ensure the local community had meeting points and a place for events.
- Some comments supported the importance of creating accessible spaces without having to travel off-site for these facilities.
- Comments raised the need to create better links to the existing facilities including Cambridge Regional College sports centre and Milton Country Park.
- Comments highlighted the need for nurseries, schools, health facilities, libraries, community centres and other facilities in order create a thriving community.
- You commented that community spaces provided should be safe, attractive and of high-quality with building designs contributing to the feeling of open space.

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

- The proposed policy facilitates the opportunity to provide a mixed-use flexible site contributing to the sense of community in the area. The Area Action Plan provides a range of facilities including primary services, high-quality public spaces and community facilities that reflect the needs of the local area and encourages social cohesion.
- The Area Action Plan will provide a variety of services including schools, health centres, libraries, day care and nurseries and community amenity spaces. Facilities will include both formal and informal spaces to allow for flexible use and changing requirements over the long term and support a range of needs including arts and performance, cultural activities and as a place of worship.
- The Area Action Plan will encourage accessibility and connectivity to surrounding existing facilities while providing spaces that can function throughout the day and in the evenings.

- A Cultural Placemaking Strategy has been prepared to provide an understanding of what community facilities are needed to ensure that the emerging communities are supported.

**Policy 14: Social, community and cultural Infrastructure**

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Development proposals for new community, cultural and leisure facilities will be permitted if it can be demonstrated that to do so meets the local needs of the existing and future communities and area and that the proposal encourages inclusivity and social cohesion. Proposals should provide high-quality, multi-functional spaces for different ages and abilities that allow for a range of different community uses to take place.

New community infrastructure should seek to take full advantage of opportunities to maximise flexible spaces that are accessible not just in terms of physical distance and location but also in terms of availability. Facilities should be available throughout the day and evening, subject to any relevant amenity concerns, year-round. Definitions of facilities should refer to those provided in the Cambridge Local Plan 2018, Table 8.2 & 8.3 unless otherwise defined in the Area Action Plan.

Uses shall be located to complement rather than conflict with neighbouring uses. Subject to any relevant health and quality of life / amenity issues, individual proposals providing community, cultural, sports or leisure facilities that broaden the choice of these uses will be permitted, maximising the long-term economic sustainability of multi-use facilities.

Sports facilities that should be retained on-site include:

- Cambridge Regional College (Sports Hall & Centre including Badminton Club, 3G pitch adjacent to Cambridge Science Park)
- Revolution Health & Fitness Club (or any future equivalent)
- The Trinity Centre –exhibition and event complex (or any future equivalent)

The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:

- the facility/site can be replaced within the new development or relocated to at least its existing scale, range, quality and accessibility for its users.
- For leisure uses, it should satisfy peak period need; or
- the facility/site is no longer needed.

In providing evidence that a facility/site is no longer needed, the guidance in the Cambridge Local Plan, Appendix K should be adhered to. An impact assessment involving the loss of the on-site golf driving range will need to be provided, if it cannot be relocated off-site. This should include opportunities to provide suitable alternative sport provision.

Formal indoor and swimming provision will be calculated using Sport England's Facilities Planning Model (or future versions of this model) to calculate the amount of provision new residential development should provide. New residential development will provide on-site indoor facilities, where possible and any remaining contribution to off-site facilities; and contribute to off-site swimming provision.

Formal outdoor provision will be calculated using the applicable Open Space and Recreation Standards. New residential development will provide on-site outdoor facilities, where possible and any remaining contribution to off-site facilities.

Proposals for all formal facilities should conform with any relevant Council sports strategy.

Ancillary uses for sports or leisure facilities provided within an employment development will be permitted, subject to any relevant amenity issues. The size of these facilities should be commensurate to the demand generated by the

## Why we are doing this

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

Social and community facilities perform an important role by stimulating and supporting social cohesion and interaction. Facilities including dedicated community spaces, libraries, sports and leisure facilities, places of worships and cultural venues create anchors for the community and allow for residents to develop a sense of identity. Community provision can be multi-functional indoor and outdoor space supporting a range of activities for different users and groups. Increasing accessibility to new and existing social and community facilities for local residents, including children and young people, has a positive outcome on their health and wellbeing through arts and cultural experiences.

The neighbourhoods surrounding North East Cambridge consists of a mixed population with a range of ages, faiths and ethnicities. These areas include Milton, King's Hedges and East Chesterton that all range in access to services. As a result, North East Cambridge provides an opportunity to maximise the quality of life of residents in these areas through the provision of a range of community facilities and improved accessibility to them.

Provision of community, cultural and recreational facilities should consider the opportunity to create a socially and economically inclusive place to live and should assist in reducing the levels of poverty in the North of Cambridge. To address the social exclusion of low-income groups, new development should consider how existing and new residents can be supported and encouraged to access new facilities, through their location and design as well as their co-location with other local services. The North East Cambridge Anti-Poverty Topic Paper identifies that the provision of accessible amenity spaces will facilitate and encourage social activity, community cohesion and subsequently reduce a range of inequalities.

The facilities provided in the North East Cambridge will contribute to the placemaking of a community hub so should ensure that spaces provided are flexible, engaging and safe for a range of activities and users. Indoor and outdoor meeting spaces for young people and children play spaces should be appropriately located to promote a safe and secure atmosphere for the community.

The higher density nature of North East Cambridge also means that these facilities will need to be provided in a way that maximises their function, utility and land efficiency, where provided on-site. New provision should also take account of access, not just in terms of distance from the community it serves but also in terms of availability and affordability. To maximise the use of new facilities, they need to be very high quality requiring minimal maintenance, to allow them to be readily available from early in the morning to late at night, all year-round. Consequently, these facilities need to be designed to not cause amenity issues for surrounding occupants when in use.

### Education facilities

The education authority for the area have stated in the Education Topic Paper that based on the proposed housing types, tenures and sizes likely to be delivered at North East Cambridge, the development would generate the need for three schools. This provision should be located on-site to ensure good accessibility to new residents within North East Cambridge and minimise the need to travel, particularly by private vehicle. Their exact size and format will need to ensure they do not adversely affect neighbouring schools including any phased development schedule to ensure provision is provided as new residential units are delivered.

The Education Topic Paper also indicates that presently, development at North East Cambridge is not projected to generate sufficient numbers of pupils to warrant the need for a secondary school on-site. Nevertheless, the Area Action Plan Spatial Framework safeguards land for a secondary school if it is needed. This is located within Cowley Road Neighbourhood Centre alongside a primary school, as shown on the Spatial Framework. Local secondary school provision will be kept under review throughout the plan period to determine whether a secondary school at North East Cambridge is required and when it will need to be delivered. Based on the housing trajectory for the Area Action Plan, it is anticipated that if it is required, then it is likely to be delivered towards the end of the plan period.

Changes to the number of homes and their mix (size and tenure) will alter demand and the scale of provision will change accordingly. For secondary school provision, consideration will be given to existing schools and the new school currently planned for north Cambridge at Darwin Green. If it is considered that the safeguarded secondary school site is not required to serve the specific needs of North East Cambridge, then the site will be released for a community use led mixed use development and proposals will need to be in accordance with the policies of the Area Action Plan and local development plan at that time.

### **Other social infrastructure**

Other social infrastructure uses such as nurseries, education and health providers all help to ensure people are able to access essential services. However, it must be recognised that these can be delivered in a variety of sizes and formats which may change over-time. Their co-location can therefore help reduce the need to travel to access different but related services and be more sustainable with the reduced management costs etc. These facilities should therefore be located in close proximity to each other where it is realistic to do so, in buildings that can offer a range of floor spaces which can easily be adapted to changing circumstances.

Due to the constraints on motorised transport outlined in Policy 22: Managing motorised vehicles the scale of these uses will need to be carefully managed to meet

the local need or it be demonstrated that they can be adequately accessed by public transport means.

### **Sport and leisure**

Larger scale sports and recreational leisure facilities should be considered in appropriate areas of major development as discussed in Policy 8: Open spaces for recreation and sport. Applicants should provide a sports strategy (also known as a facilities development plan) setting out the details of specific facilities to be developed, the rationale and need for these. Additionally, a healthy living and youth play strategy should be provided to set out both formal and informal provision of social infrastructure to allow for residents to live active lifestyles and improve health and wellbeing.

It is important that individual sport and leisure uses will only be permitted where they will not undermine the long-term viability of a multi-use schemes providing a similar activity. Corporate users will be allowed to provide some ancillary sports facilities on their own premises where it will not have an adverse impact on equivalent local community provision.

As outlined in Policy 23, new development will be expected to deliver new open spaces and contribute to formal sports provision to support residential development. However, it is recognised that, due to the higher density nature of the site it may be more feasible to take a more strategic approach for the delivery of large, formal sports facilities such as swimming pool provision, and provide these off-site taking advantage of opportunities provided in alternative locations for area-wide facilities.

There is currently a golf driving range on-site. Given the low-density nature of the use and the proposed housing densities, it is unlikely that this facility can be realistically re-provided on-site. As part of the area's sports strategy provision, an impact assessment about the loss of the facility should be completed to inform future sports planning including opportunities to re-provide it in a suitable alternative location.

Alternative off-site locations for expanding sports facilities include North Cambridge Academy. The Indoor Sports Facility Strategy for Greater Cambridge recommended a 3-court sports hall extension to this facility. This would allow both new and existing communities to benefit from a range of accessible activities across the wider northern Greater Cambridge area.

### **Evidence supporting this policy**

- Community Safety Topic Paper (2020)
- Education Topic Paper
- Anti-Poverty Topic Paper (2020)
- Health and Wellbeing Topic Paper
- Community and Cultural Facilities Audit (2020)



- Cultural Placemaking Strategy (2020)
- Open Space, Sports and Recreation Topic Paper
- Swimming Pool Delivery Strategy (2020)
- Creative Workspace Study (2020)

### **Monitoring indicators**

- Catchment secondary school provision/capacity
- Monitor the amount of net floorspace for D1 and sui generis uses that fulfil a community or leisure use.
- Additional specific strategies for different types of formal sports may also be updated to monitor their delivery.

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

#### Cambridge Local Plan

- Policy 1: The presumption in favour of sustainable development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 56: Creating successful places
- Policy 59: Designing landscape and the public realm
- Policy 68: Open space and recreation provision through new development
- Policy 74: Education facilities
- Policy 75: Healthcare facilities
- Appendix K: Marketing, local needs assessment and viability appraisal

#### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East
- Policy HQ/1: Design Principles
- Policy SC/4: Meeting Community Needs
- Policy SC/5: Community Healthcare Facility Provision
- Policy SC/6: Indoor Community Facilities
- Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments

## 6.4 Shops and local services

*Figure 29: Map graphic showing location and quantum of shops and services anticipated in North East Cambridge*

We want North East Cambridge to provide a balanced range of shops and services – such as cafés, restaurants, and leisure activities - that meet the needs of local residents, employees and visitors while not creating a ‘destination’ location for people living further afield which would increase car trips into the area. In this policy we therefore require all shops and similar units to be of a size that will not require car parking. We also set out how much retail should be provided, and where it should be located in the Area Action Plan area to make sure that everyone has easy access on foot to the shops and services they need.

### What you told us previously

- You supported the need to provide a wide range of shops and retail including flexible unit spaces that will attract local business and create an attractive place to visit.
- You commented that the Area Action Plan should consider long-term needs of retail such as the increase in online use.
- You commented that development should include markets and small local trading for local businesses and creative industries, to provide for the local community and increase vibrancy.
- You highlighted the need for the Area Action Plan to provide independent retail units limiting national chains in order to create a unique local centre.
- You told us that you supported the opportunity to provide retail within the North East Cambridge, there was concern however, that the location in the Indicative Concept Plan would affect the Transport Safeguarding Area. There was also some concern for how the assumption of low car use will complement the parking need for retail facilities.

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

- As retail was encouraged as part of providing a mixed-use development, the proposed policy encourages the mix of land uses provide a balanced range of use based upon need and current trends for retail, employment and housing. To ensure that these uses are utilised effectively, it will be ensured that their location will be sufficiently separated from any safeguarded areas.
- The Area Action Plan has considered local needs and demand for retail and reflects the rising use of online retail purchasing.

- Comments and concerns regarding car parking are addressed in the Area Action Plan. Street layouts will discourage car use however, it is recognised that to enforce car parking, controlled parking zones will be needed, and these are controlled by the County Council. Accessibility will be encouraged by sustainable modes of transport located throughout and surrounding the site. To further increase accessibility and create a high-quality development, a neighbourhood centre is proposed close to both Cambridge Regional College and Cambridge North Station which could support a number of uses including retail.
- Reflecting your comments, Policy 10b: District Centre states that the district square should provide space for market stalls to trade.

### Policy 15: Shops and local services

#### Hierarchy of centres and retail capacity

The hierarchy of centres in North East Cambridge is set out below along with their indicative identified capacity to support convenience, comparison and other town centre uses.

Type of centre	Designated centres	Retail capacity (net m <sup>2</sup> ) GIA			
		Convenience	Comparison	Other Town Centre uses	Total
District Centre	North East Cambridge District Centre	1800	1700	1500	5000
Local Centre	Station Approach	350	350	300	1000
Local Centre	Cambridge Science Park	350	350	300	1000
Neighbourhood Centre	Cowley Road	150	75	75	300

Within the District, Local and Neighbourhood centres as shown on the Area Action Plan Spatial Framework, new A1 uses will be permitted, if:

- they are in proportion to the scale and function of the centre; and
- their use aggregate total (convenience or comparison) floorspace (including the proposal and all other similar uses in the same centre) does not exceed the floor scale provision (outlined above).

All other proposed uses, listed below within this policy will be permitted provided:

- they complement the retail function and character as well as maintain or add to the vitality, viability and diversity of the centre;
- they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking; and
- for any new 'other town centre use' proposals, their aggregate total (with any existing 'other town centre use' in the same centre) does not exceed the floor scale provision (outlined above).

Changes of use from A1 to another centre use (as set out in Table 8.1) will be permitted where the development would satisfy the above criteria and additionally, for A1 convenience use, a minimum 30% of the centre's total floorspace would remain in A1 convenience food store use.

All flexible, internally configurable units will not exceed a maximum floorspace of 150 m<sup>2</sup> net (GIA). The merging of separate flexible, internally configurable units will not be permitted.

No single proposal, regardless of use, should be permitted that is large enough to generate a need for a car park.

Any retail developments proposed outside these centres in North East Cambridge must be subject to a retail impact assessment where the proposed gross floorspace is greater than any retail impact threshold set in the Cambridge Local Plan (2018) or successive Local Plans applicable to Cambridge.

The following uses are suitable at ground floor level in the identified centres:

- Shops (A1 Use Class)
- Financial and professional services (A2 Use Class)
- Cafés and restaurants (A3 Use Class)
- Drinking establishments (A4 Use Class)
- Takeaways (A5 Use Class)

- Private social and healthcare related facilities that cannot be provided in multi-functional community or social facilities premises
- Small-scale Assembly and leisure (D2 Use Class)
- Small-scale 'sui generis' uses typically found in local/district centres, including launderettes, beauty parlours and small collection points (or lockers)

Across all centres, the use of Article 4 Directions will be used to control A2, B1 and D2 uses, in their first instance and change of use to those uses. Other sui generis uses may also be considered as part of an Article 4 Direction.

In the district centre, no more than 200 m<sup>2</sup> net should be in either A5 take-away use or sui generis betting shop use. Only one of either of these uses will be permitted in a local centre and none in a neighbourhood centre. No A5 take-away use should be located within 400 metres, in a straight line of any school premises.

Sports leisure uses will also need to comply with Policy 14: Social, community and cultural Infrastructure, where applicable.

All uses (except for A1 convenience or comparison shopping) will be categorised as 'other centre uses' for the purpose of determining if proposals exceed their capacity threshold.

### Why we are doing this

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

Cambridge city centre is the regional centre for the area, providing the majority of floorspace for both retail and commercial leisure activities in the city. However, a key aspect of sustainable communities is easy access to shops and other local services such as cafés and restaurants which help meet the day-to-day needs of the local communities. It is therefore important that both new and existing communities have easy access to these types of facilities, including during the construction phase to reduce the need for residents to travel and, maintain vibrant and viable local and neighbourhood centres.

Currently, there are three centres on the northern fringe of Cambridge adjoining the North East Cambridge area. The centres include: a local centre at Orchard Park with two budget hotels nearby; a district centre at Arbury Court; and two neighbourhood centres, one on Campkin Road and the other on the corner of Milton Road and King Hedges Road. North of the A14 there is a rural centre at Histon & Impington and Milton village centre where the closest, large supermarket is located just after Junction 33. It is important that any new proposed centres at North East Cambridge are sustainable, but do not undermine the viability of these retail centres. Any retail proposal in the North East Cambridge area which is outside a designated or planned

centre will need to ensure it will not have an adverse impact on either the proposed or existing centres including those in neighbouring centres. Any such proposal will therefore need to comply with any requirement for a retail impact assessment that is in excess of the current retail impact threshold in the Cambridge Local Plan (2018) and any successor documents applicable to Cambridge.

### **Quantity of town centre uses required to meet local needs.**

It is the intention of the area to provide a balanced range of shops and services that meet the needs of local residents, employees and visitors to the area. The Retail and Leisure Study sets out the retail needs specific to North East Cambridge. The resulting North East Cambridge Retail Statement outlines how the vision for North East Cambridge's approach to creating vibrant and highly sustainable local centres can best be achieved. It proposes approximately 7,000m<sup>2</sup> of floorspace comprising of 2,400m<sup>2</sup> for comparison goods (higher value, less frequently bought items), 2,500m<sup>2</sup> of convenience goods (low value, frequently bought items) and 2,100m<sup>2</sup> of other centre uses. These figures are based upon a lower population threshold, due to the level of uncertainty around the shopping behaviour of those studying and working in North East Cambridge as well as the shopping choices of neighbouring centres.

### **Scale and type of proposed town centre uses.**

It is important that North East Cambridge meets local needs but is not a 'destination' location for people living further afield who may travel in by car, in order not to exceed the agreed 'trip budget' for Milton Road. It is therefore necessary to resist any proposal that will create a need for specific car parking provision. This should be achievable within the District Centre by having at least two different food stores that vary in size from between 400m<sup>2</sup> and 800m<sup>2</sup> along with other smaller scale, independent shops.

In the two local centres and neighbourhood centre, at least one convenience store should be provided per centre. The local centres will each provide approximately 200m<sup>2</sup> net floorspace, for each store. The neighbourhood centre will provide approximately 150m<sup>2</sup> of net floorspace. The proposed convenience use capacities (outlined above) indicate enough capacity, in all the centres to provide for these convenience food stores.

The North East Cambridge Retail Statement indicates that other commercial retail units located within local or district centres would require smaller format units of between 55-110 m<sup>2</sup> net floorspace. Some flexibility to allow for different floorspaces is supported as it will help retailers to adapt to fluctuating demand and changing consumer trends.

The district and two local centres would require a range of 'other' town centre uses in addition to comparison and convenience goods floorspace to complement the function of the centre. It is intended that these should add to the centre's vitality and

vibrancy by strengthening the centre's distinctiveness and ensure its long-term success.

Local-in-scale commercial leisure uses such as pubs and restaurants will be an acceptable use in the North East Cambridge's centres. However, given the need to ensure North East Cambridge remains a sustainable destination but not a destination location, that is to say, one that draws large numbers of people to the area other than from immediate neighbourhoods, it is not intended for North East Cambridge to accommodate any large-scale cultural, entertainment or leisure facilities such as a cinema complex or a ten-pin bowling facility. These would most likely not be able to respect North East Cambridge's 'trip-budget' and have the potential to undermine other established centres already providing similar uses. As such, leisure uses involving entertainment and culture will need to comply with Policy 14: Social, community and cultural Infrastructure, where applicable.

Uses typically associated with anti-social behaviour should not be allowed where they will have a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking. For this reason, space for take-aways and betting shops will be limited in the district centre and local centres with no permissible use in the neighbourhood centres. Following concerns raised by Public Health England, no A5 take-away use should be located within 400 metres, in a straight line of any school premises. This will discourage children from following unhealthy lifestyles by frequenting these types of food providers during their school routine.

It is recognised that there may be a need for some private social and healthcare facilities such as nurseries and dentists in local centre units, it is essential that enough provision is retained for meeting the day-to-day needs for people. As a minimum, a third of the floorspace available in the centre should be retained for A1 convenience food shopping. In effect these uses will act as an 'anchor' store for other centre uses. Proposals that lead to the loss of this minimum 30% threshold should be resisted to avoid undermining the centre's main purpose of meeting the everyday needs of local residents and employees. The types of permitted ground floor uses should be commensurate in scale and function of the centre, to meet local need.

### **Design and flexibility of units**

The high-density nature of North East Cambridge means that there should be sufficient demand to support a range of shops, cafés, pubs and restaurants. However it is recognised that with ever changing nature of consumer retail trends and entertainment preferences, it is important that these units are genuinely flexible in both size and format to encourage an appealing range of different retail and leisure activities which create a vibrant and authentic high street environment.

Flexible floorspaces allowing for both smaller and larger units to operate will also provide greater opportunity for a range of different retail uses to establish

themselves, including independent retailers. It is therefore proposed to allow different floor space configurations to allow greater flexibility for shops and other local services to set-up, operate and allow some expansion. However, in order to avoid the creation of large units that would be out of character with the intended approach of attracting small, independent retailers, a limit to the size of these flexible units up to 150 m<sup>2</sup> net (GIA) will be permitted. Similarly, the merging of separate flexible, internally configurable units will not be permitted. This approach should also allow for centres to adapt to changes in consumer trends and habits in a sustainable manner.

The use of Article 4 Directions or equivalent will need to reflect the Permitted Development regime in operation. Their use is intended to ensure all North East Cambridge centres remain vibrant and attractive for local people and cater to their day-to-day needs. Widespread conversion of units to non-food retail use will have a significant adverse effect on their ability to fulfil their primary function. Controls may therefore be necessary to ensure the character and function of each centre is properly protected through the planning process. This will allow people to be involved in any decision to change their centres.

### **Evidence supporting this policy**

- The Greater Cambridge Retail and Leisure Study (2020)
- Innovation Districts Study (2020)
- North East Cambridge Retail Statement (2020)
- Health and Well being Topic Paper (2020)
- Retail & Commercial Leisure Topic Paper (2020)
- Community Safety Topic Paper (2020)

### **Monitoring indicators**

Monitor the balance of floorspace, both committed and completed for the three categories: Convenience, Comparison, and Other Town Centre uses, in each centre.

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

Cambridge Local Plan

Policy 2: Spatial strategy for the location of employment development

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 56: Creating successful places
- Policy 59: Designing landscape and the public realm
- Policy 72: Development and change of use in district, local and neighbourhood centres
- Policy 73: Community, sports and leisure facilities



## South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles

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## 7. Connectivity

*Figure 30: Infographic showing approach to achieving sustainable transport and a modal shift across North East Cambridge*

A vital part of responding to the climate change challenge is to bring about a major shift in how we travel. We have to get more people walking, cycling and using public transport for as many of their journeys as possible.

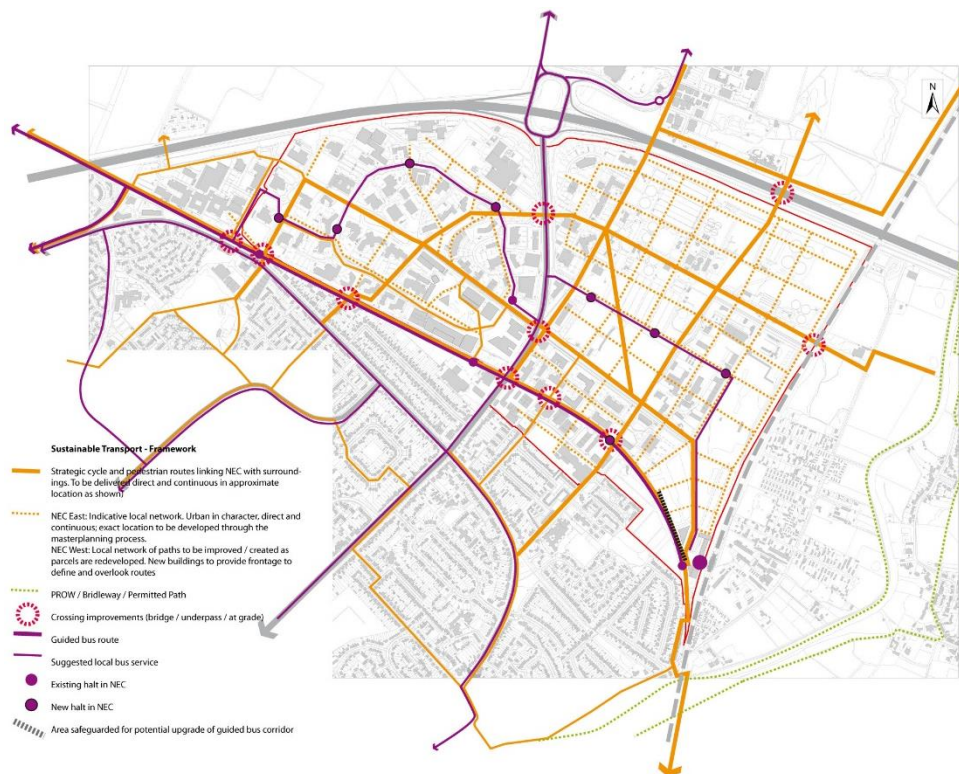
North East Cambridge is a 15 minute cycle ride from the city centre. It already has good public transport links, and there are many walking, cycling and public transport improvements already planned. We want to build on this by creating a genuinely walkable and cyclable movement network across North East Cambridge. We also know adding any more vehicular traffic to the area is likely to be unacceptable in terms of road capacity, as well as air quality and placemaking.

Development at North East Cambridge will shift travel away from the private car, at a level not seen in Cambridgeshire before. To achieve this we will not only encourage the use of sustainable travel modes, but we will also limit car use and parking significantly.

This section contains the following policies:

- Policy 16: Sustainable Connectivity
- Policy 17: Connecting to the wider network
- Policy 18: Cycle Parking
- Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport
  
- Policy 20: Last mile deliveries
- Policy 21: Street hierarchy
- Policy 22: Managing motorised vehicles

## 6.5 Sustainable connectivity



*Figure 31: Connectivity in and around North East Cambridge, to be created through the Area Action Plan*

North East Cambridge must be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and to encourage active travel choices. This policy sets out how we expect development in the area to create a comprehensive network of streets and routes which are direct, permeable, legible and safe, and where people are prioritised over vehicular traffic.

### What you told us previously

- You supported the inclusion of healthy towns principles, ensuring health and wellbeing through site design and including well designed green spaces and paths for walking, cycling and horse riding for mobility, recreation, exercise, offering visual interest and the opportunity to connect with nature and integrate with public transport. You commented all walking and cycling infrastructure must design out crime and be fully accessible to people with disabilities and help to redress deprivation in surrounding communities.
- You supported all the options to remove the physical and perceived barriers: improving east-west and north-south connections, including across Milton Road and to the river.

- You commented that cycle congestion exists, that the towpath should be protected from overuse to remain a tranquil area for leisure, and that there are already enough cyclists.
- You supported options for improving public transport, cycling and walking accessibility, including beyond the Area Action Plan boundary. You commented that to get people onto public transport there needs to be more buses at peak times, and it needs to be accessible and better value for money / subsidised. Your suggestions included exploring the appropriateness of another Guided Bus stop, frequent shuttle bus, better use of Milton Park and Ride and Mere Way, develop interchange at station and CAM metro, small electric vehicles, and better local buses connections. You commented there needs to be high quality information at public transport stops, integrated, cashless ticketing, pay as you go. Buses could hold cycles.
- You supported measures that encourage cycling, including employments installing secure cycle parking, showers, lockers, drying rooms with easy access. Pool cycles for businesses, bike repair shop and facilities, cargo cycles for deliveries. Concerns that lockers attract crime, are dirty and smelly. Consider charging points for electric cycles and make provision of storage for non-standard cycles. Minimise conflict between modes.
- You expressed concerns about how the links can be achieved without impacting on existing businesses and their operations and relating to the movement of heavy commercial vehicles (HCVs) around the site, particularly close to schools.
- You made suggestions that Milton Road and Kings Hedges Road cannot cope with additional traffic, and that there needs to be a strong sense of non-car friendly place. Your suggestions included a connection from the A14 to Cambridge Science Park and Fen Ditton for vehicles, and to plan roads on the periphery. You commented that the unsafe level crossing should be closed, and alternative provision made, which may include a road bridge into the Area Action Plan site. You commented that the Area Action Plan should not overbuild to cater for the car – reduce the dominance of Milton Road, reconfigure traffic lights and address public realm. You comment that car ownership could be discouraged with a dedicated car-pool, and low levels of parking, due to abundance of other mode options. You suggested parking controls should be in place from construction stage and that measures needs landowner support to work. You expressed concerns that more consideration is needed to the reality of car use, particularly for those who need cars such as the elderly, disabled or pregnant people, and those with young children, that the Area Action Plan should improve traffic issues rather than worsen them, and redress the imbalance between jobs and housing.

- You commented that the Area Action Plan should embrace technology so that users find it easy to switch between modes and ensure flexibility to future proof and avoid stifling innovation, which may include autonomous vehicles. Your suggestions included cycle hire schemes, on-demand transport for those with low mobility, and micro-mobility solutions. You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts, which could use cycling logistic firms using cargo cycles to make last-mile deliveries. It was also suggested transport is about human centred, safe and convenient space not technology.

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

Whilst some comments were made that the Area Action Plan needed to consider the reality of car use, it is clear, from the Transport Evidence Base, that for the development to be acceptable in planning terms it will need to mitigate its travel impacts and significantly reduce the car mode share. This means reducing the need to travel as well as enabling and supporting a significant shift away from car driving and towards sustainable travel. As a result, the policy approach focuses on reducing the need to travel and facilitating travel by non-car modes rather than catering for vehicular trips. The issue around whether the Fen Road level crossing should be closed and alternative access provided is addressed under Policy 17: Connecting to the wider network Policy 21: Street hierarchy.

You expressed support for developing North East Cambridge around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and making services and facilities readily accessible and safe for everyone by active modes. Coupled with this, providing an extensive high-quality network of walking and cycling routes within the site and (removing barriers) connecting to the wider area, where the design of the public realm prioritises people over vehicles and provides a choice of on- or off-road route. You stated that seamless connectivity and interchange between modes is important and this will be provided in a series of mobility hubs. You suggested a flexible approach was needed to future proof changes in mobility and technology, in recognition that travel patterns and habits are changing, and that technology is developing all the time. Reflecting the comments received and the placemaking objectives for North East Cambridge, Policy 16: Sustainable Connectivity incorporates all these aspects. The policy provides flexibility and the emphasis is placed on creating the right environment and connections to facilitate mode shift as a personal and/or lifestyle choice.

Note, a suite of connectivity policies address associated issues in further detail including improving wider connectivity (Policy 17: Connecting to the wider network), Safeguarding for public transport (Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport) and Managing vehicular traffic (Policy 22: Managing motorised vehicles ).

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North East Cambridge should be designed around the principles of walkable neighbourhoods and healthy towns to reduce the need to travel and encourage active sustainable travel. This should include a comprehensive network of links and connections that are direct, permeable, legible, safe and where priority is given to people over vehicular traffic with low traffic and car free neighbourhoods with low design speeds (see Policies 21 and 7a) to encourage active travel trips and deliver excellent connections via high-quality public transport (see Policy 19).

The network should seamlessly integrate and improve connectivity within the site, to the adjoining built up area within north Cambridge, as well as links to Cambridge city centre, employment areas, nearby villages, as well as through the green infrastructure to the wider countryside and Rights of Way network. Leisure routes should include appropriate provision for equestrians.

*The key pedestrian and cycle connections to be made as part of North East Cambridge are shown on*



Figure 318 and include:

- Cowley Road will form a new high-quality spine through the development between Cambridge North Station - across Milton Road (via new bridge) - Cambridge Science Park - Cambridge Regional College.
- Cambridge Science Park - Milton Road (north) crossing – railway crossing – riverside open space and towpath
- District Centre – St John’s Innovation Centre – Milton Road (north) crossing – Cambridge Science Park.
- Milton Village (via Jane Coston Bridge) – Cowley Road Neighbourhood Centre – District Centre – Cambridge North Station.
- Waterbeach Greenway (under A14) – Linear Park – new Guided Busway stop — Nuffield Road.
- Waterbeach Greenway (under A14) – Linear Park – District Centre – Cambridge North Railway Station
- Cambridge North Station – Chisholm Trail (proposed) – Cambridge Station - Biomedical Campus

## Why we are doing this

Relevant Objective: 1, 2, 4, 5

The location and connectivity of North East Cambridge provides a unique opportunity to bring forward a highly sustainable type of development designed around accessibility and the needs of people rather than cars, marking a step change in the way people move around. The objectives for the Area Action Plan state that it must be designed around the principle of walkable neighbourhoods and healthy towns, providing local services, cultural opportunities and amenities that are accessible by everyone, whatever their age and ability, on foot, by cycle and micro mobility modes such as scooters.

### **Making sustainable travel possible for everyone**

Sustainable modes of travel, including walking, cycling and other forms of micro-mobility are zero-emission, socially inclusive, promote health and wellbeing, and help to create a more vibrant and socially interactive environment. To make sustainable travel the first choice for everyone who works, lives and visits North East Cambridge, the new district must be designed from the outset with a network of links and connections that are direct, permeable, legible, and safe. This network, together with public transport, will help people access and move around this new city district and wider area without needing to rely on the private car.

To achieve this the city district will be designed around the principles of walkable, low traffic neighbourhoods, removing direct through routes for traffic, discouraging non-essential vehicles into certain areas, and with low traffic speeds (in accordance with Policies 21 and 7a). Walkable neighbourhoods are an area within which it is possible and desirable to walk and cycle (or use of other sustainable means) to access services and facilities. Typically, this is based on distances of 400 metre (5 minute) and 800 metre (10 minute) walking catchments, although this is only a guideline and the key factor is providing convenient, well designed routes.

A people-first approach will ensure that streets (including junctions) and public spaces will be people-friendly, designed for all ages and abilities with a low-design speed, and which are integrated with the built environment and feel safe, overlooked by buildings which are in use throughout the day and night. Providing a variety of streets, and formal and informal (green) routes and connections within the city district will afford a choice of routes with or without traffic for pedestrians and cyclists (and, where appropriate, leisure routes for horse riders).

### **Linking to the wider area**

North East Cambridge must be linked to surrounding communities and various destinations within Cambridge and the wider area, to ensure access to services and facilities, and to allow employees travelling into North East Cambridge to do so



without needing to drive. To this end North East Cambridge must be served by, and connect seamlessly with, existing and planned high quality public transport and routes for non-motorised users.

New and upgraded infrastructure is already being planned and delivered in the vicinity of the site through the Greater Cambridge Partnership, for example the Waterbeach to Cambridge Greenway, Chisholm Trail, and along Milton Road. However, there are currently severance issues and barriers to movement within North East Cambridge (Milton Road) and hindering wider connectivity (A14, railway line, Cambridgeshire Guided Busway and existing development) which will need to be addressed, (see Policy 17). It is important that development specific masterplans across the site include networks for existing and planned and infrastructure within the site, and must consider whether improvements are needed to the quality or capacity of existing routes in the wider area.

Active sustainable modes also form the 'first and last mile' of longer journeys, connecting people's origins and destinations with high quality public transport. North East Cambridge is already directly served by Cambridge North railway station and bus services, some using the Cambridgeshire Guided Busway. Further high quality public transport services and infrastructure enhancements are proposed within the site and the wider area, including a new route between Cambridge and the proposed New Town at Waterbeach, as well as the Mayor's aspirations for a Cambridge Autonomous Metro (CAM). It is important that seamless interchange through mobility hubs is included in proposals for locations for public transport interchange.

### **Discouraging car use**

The scope for highway capacity improvements is limited due to the existing road configuration and lack of space, particularly at the junction of Milton Road with Kings Hedges Road and Green End Road. The already high levels of traffic and peak hour congestion on the existing road network mean that the introduction of additional vehicular traffic is likely to be unacceptable in terms not just of highway capacity but also place making and air quality. As a result, the development will need to support a significant shift away from the private car and towards sustainable travel to a level not seen in Cambridgeshire before.

Historically, the planning system has focussed on predict and provide when it comes to dealing with the traffic generation of a proposed development (i.e. what is the scale of development, how many trips will this generate and what measures are needed to cater for this level of traffic?) but North East Cambridge needs a very different approach. It will be vital that the overall number of vehicular trips accessing the area is strictly managed through the imposition of stringent car parking controls and a vehicular trip budget that will limit the number of trips generated by the area, with development being halted if this is breached.

The masterplanning process will ensure the delivery of an environment which puts people first and integrates measures to carefully control vehicular traffic, whilst ensuring essential traffic can be accommodated for those with disabilities who rely on the car or taxis as well as to service the city district and businesses. The scale of the required mode shift is such that innovative solutions are going to be needed to reduce not only the need to travel, but also reduce the distances travelled by keeping trips local and putting people first, and for those longer distance trips that will still need to be made the options are in place from the beginning to encourage and enable modal shift.

The way that people access services and facilities, and personal travel, are evolving, including becoming increasingly digital. There is a shift away from personally owned modes of transport to new models of mobility including more demand responsive travel, 'Mobility as a Service' and micro-mobility, with increasing use of on-demand ride-share, scooters and electric scooters, cycles and electric cycles. Technology will have an important role in enabling and supporting this and is constantly evolving; for example, with the implementation of 5G. In the near future, autonomous vehicles may have an important function for first and last mile journeys, demand responsive travel, ride sharing, and deliveries. It is important to future proof North East Cambridge and consider new options and models for mobility within the design of the city district.

### **Evidence supporting this policy**

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Health and Well Being Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>
- Waltham Forrest Mini Holland Design Guide:  
<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>

### **Monitoring indicators**

- Modal share for pedestrian, cycle, public transport users

## Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

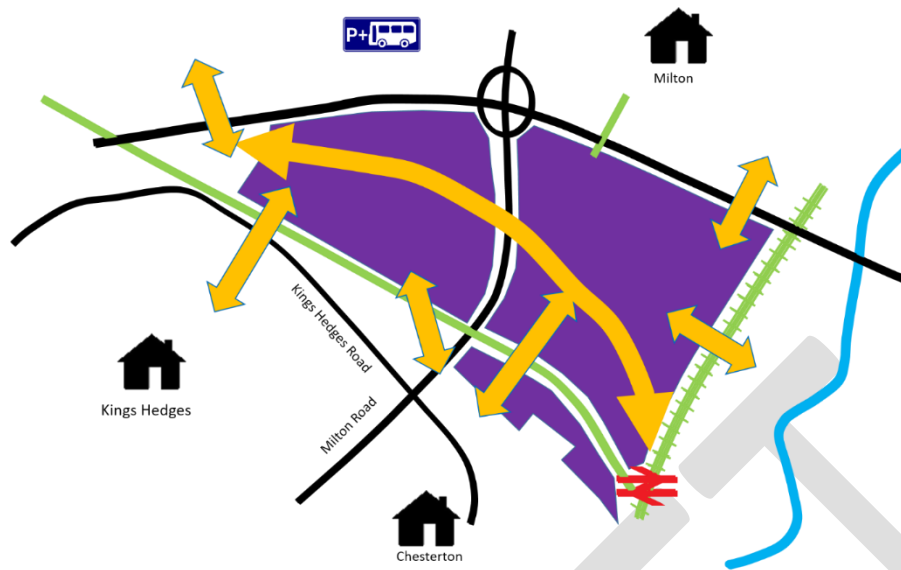
Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Greater Cambridge Sustainable Design and Construction SPD (2020): <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.6 Connecting to the wider network



*Figure 32: Overcoming barriers to movement: improved connections for non-motorised users to be created by the Area Action Plan*

We want North East Cambridge to be fully integrated into its wider context. Currently there are several barriers to movement, including the railway line, the A14 and the Guided Busway, and while there are already planned improvements to crossing these barriers, development at North East Cambridge must include further new connections. This policy sets out the new and improved crossings that we want to see.

### What you told us previously

#### Milton Road

- Many people identified Milton Road as a major barrier that discourages people from walking or cycling in the area. The width of Milton Road is seen as being inhospitable and intimidating to pedestrians and cyclists, and the wait time to cross the road too long. There was a common view that much better provision needs to be made for pedestrians and cyclists, but feedback was split on how this should be achieved.
- Whilst there was support for the concept of a green bridge, there was concern that it would be too onerous for cyclists to use. Others were more adamant that to truly put pedestrians and cyclists first, Milton Road should be tunnelled or significantly reconfigured, allowing more sustainable modes to cross unhindered at grade. However, the cost and technical constraints around doing this was also a concern.

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

- The Councils have been working with the various landowners within the Area Action Plan area to identify a suitable solution to improving walking and cycling connectivity across Milton Road.
- At this stage, the preferred option is to make provision for two new crossings; a bridge at the junction of Cowley Road – Cambridge Science Park as well as an under-pass between Cambridge Science Park and St John’s Innovation Park.

### **Crossing the railway**

- You broadly supported the idea of a crossing over the railway to access green space between the railway and river and onwards to other rights of way routes. However, almost without exception, you thought that a bridge should be designed to accommodate vehicles as well, so that the Fen Road level crossing could be closed, which would increase rail capacity along that stretch of the railway.

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

- The Fen Road railway crossing is outside of the Area Action Plan boundary and as such is not an issue for the Area Action Plan to resolve. Nevertheless, in the interests of good, coherent planning of the wider area as a whole, the Councils are committed to working with Network Rail, the transport authority and the highway authority to reach agreement on a solution to the issues.
- Until further work has been undertaken to consider all suitable and deliverable options, a foot bridge is the current preferred option to increase connectivity between the Area Action Plan site to Chesterton Fen and the wider countryside.

### **Policy 17: Connecting to the wider network**

To improve the wider connectivity between North East Cambridge with adjoining communities, the City Centre, nearby villages and green infrastructure, the wider countryside and Rights of Way network, developers will be required to contribute to new and improved connections for non-motorised users, as shown on Figure 32, across:

- The A14
- The Cambridgeshire Guided Busway
- The Cambridge to King’s Lynn Railway line
- Milton Road

Masterplanning at the development management stage should ensure these connections and routes are fully integrated with routes identified on Figure 31 to

provide an extensive network of interconnected high-quality routes. This includes maintaining desire lines, providing legible, direct and unhindered passage, and ensuring enough space is designed-in for landings for bridges and underpass approaches at appropriate gradients to accommodate the most vulnerable users.

New structures, including underpasses and bridges, must be designed to a high quality, having regard to their surroundings to minimise visual impact and should consider potential connectivity for biodiversity, where appropriate. They should incorporate enough capacity to accommodate existing and future user demands for pedestrians, cyclists (and, where appropriate, horse riders) of all abilities, bearing in mind the low car mode share. Approaches and structures should maintain sight lines, be accessible and feel safe for all users including wheelchair users and cyclists, and, for underpasses, should incorporate as much light as possible. Partnership working between different landowners and the relevant authorities will be required to deliver these new connections.

### **Crossing the A14**

The following new and improved provision must be incorporated into the detailed planning of the site:

- Existing Jane Coston Bridge over the A14 – links to and from the bridge will be improved to reduce the current conflicts with motor vehicles.
- Existing underpass under the A14 – funding has been secured for a new strategic cycle path from Landbeach and Waterbeach via Mere Way.
- New underpass under the A14 - Greater Cambridge Partnership Waterbeach Greenway route will enter the site to the north of the site adjacent to Milton County Park.

### **Crossing the Cambridgeshire Guided Busway**

The Cambridgeshire Guided Busway has been identified as a physical and psychological barrier to permeability into North East Cambridge from communities to the south. The following should be considered:

- Opportunities to open out the site on to the frontage of the Guided Busway, particularly through the removal of fencing around individual sites. This would need to be carefully considered alongside Policy21: Biodiversity protection and Net Gain;
- Opportunities to introduce further crossing points should be actively explored, in particular those identified on the Area Action Plan Spatial Framework.

Any proposals to further restrict access across the Cambridgeshire Guided Busway will be resisted unless facilities of an equal or better standard for pedestrians and cyclists are provided.

### **Crossing the railway**

A new pedestrian and cycling bridge over the railway to provide direct access to the proposed off-site informal open space (see Policy 8) and Chesterton Fen to the east of the railway line, and onwards to the river tow path.

### **Crossing Milton Road**

To facilitate east-west movements within the City district, provision should be made for two additional grade separated crossings of Milton Road:

- a) To the north of the area, connecting the area through St John's Innovation Park to the north-east part of Cambridge Science Park. Due to topography constraints in this location, this crossing is likely to need to take the form of an underpass (see Policy 9).
- b) Centrally, connecting the new District Centre to Cambridge Science Park. Unless more detailed design can prove the feasibility of a ground level crossing of Milton Road, this crossing is likely to need to take the form of a bridge. This will need to be carefully designed to accommodate cycle movements and be integrated seamlessly into the wider built form and green network.
- c) An improved pedestrian and cycling crossing should be delivered at the intersection between Milton Road and the Cambridgeshire Guided Busway. Proposals should facilitate easy diagonal movements to ensure integration with the wider pedestrian and cycling improvements being delivered as part of the Milton Road Project<sup>7</sup>. An enhanced surface level crossing at this location will facilitate the removal of the existing subway and significant public realm improvements.

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

Relevant Objective: 1, 2, 4, 5

North East Cambridge is already a well-connected site, with further links in the pipeline, as described in the section on Connections (page 19).

However, despite the links already in place, there are weaknesses around the site which at the moment prevent it from fully exploiting the opportunities that these links provide. The Area Action Plan area is tightly bounded by the A14 and railway line to the north and east, whilst the Cambridgeshire Guided Busway crosses the site east to west. All of these form a barrier to better connecting the site to communities outside the Area Action Plan area by walking, cycling and public transport.

Furthermore, inward-looking sites and fencing exacerbate these physical barriers creating added psychological barriers which further discourage through movement.

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<sup>7</sup> [www.greatercambridge.org.uk/transport/transport-projects/milton-road](http://www.greatercambridge.org.uk/transport/transport-projects/milton-road)

Internally the greatest severance is caused by Milton Road which dissects the area and is a hostile environment for anyone wanting to travel from east to west.

The Area Action Plan provides a unique opportunity to break down many of these barriers to connectivity, not only to enable people working in the area to move around by more sustainable modes, but also to enable residents in surrounding communities to access jobs and facilities within the site. In order to do this, physical and psychological barriers that are identified as causing severance, either to access the site, or within the site need to be addressed. This needs to be done through the provision of high quality, segregated facilities that put the needs of pedestrians, cyclists and equestrians first.

However, given the number of individual development sites within the Area Action Plan area, there is a danger that sites come forward individually without due regard to helping enable the site as a whole function as cohesive development. Therefore, it will be imperative that individual developments play their part in facilitating the connections into and across the site for the benefit of all (in accordance with

Policy 23: Comprehensive and Coordinated Development).

Cambridgeshire County Council's 'Rights of Way Improvement Plan' (ROWIP) contains a number of statements of action to which the Area Action Plan can contribute. These include making the countryside more accessible, supporting development, and encouraging healthy activities through a safer rights of way network. NEC will include off-road routes such as shared use pedestrian and cycle tracks through areas of green infrastructure, and will connect to the wider Public Rights of Way network. Cambridgeshire County Council Highways broadly supports the proposed connectivity measures introduced by the Area Action Plan as they are aligned with the ROWIP and by doing so this supports the Local Transport Plan.

#### **A14**

The Jane Coston Bridge currently provides the only segregated means of crossing the A14 for pedestrians and cyclists. Phase 1 of the Waterbeach Greenway will connect Waterbeach with North East Cambridge via this existing link. Phase 2 of the project seeks to make this route even more direct through the creation of an underpass that takes the Greenway directly into the northern part of the site.

A new strategic cycle route joining Landbeach and Waterbeach to the northwest corner of the site via the Mere Way through an existing underpass under the A14 has been secured as part of the major new development north of Waterbeach. Similarly, as the masterplanning of the whole area progresses in detail, this connection needs to be designed into the wider connectivity for the whole site and for onward journeys via Milton Road or the Chisholm Trail into the City.

#### **Crossing the Cambridgeshire Guided Busway**

The Cambridgeshire Guided Busway has been identified as a physical and psychological barrier to permeability into North East Cambridge from communities to



the south. Fencing along the perimeter of Cambridge Science Park and Cambridge Business Park further exacerbates this as people working on these sites have limited permeability through to the Guided Busway stops. Improving connectivity between the existing residential areas to the south east of the Area Action Plan area will significantly improve the existing community's access to new services and facilities within North East Cambridge.

However, the legal status of the Cambridgeshire Guided Busway is different to that of a traditional highway as it is the subject of a Transport and Works Act Order and has Statutory Undertaker status. The restraints of this Order mean that any changes to the Busway corridor will need to be considered at a higher health and safety level than a highway as incidents in the area would be investigated under the jurisdiction of the Health and Safety Executive.

### **Crossing the railway**

The area to the east of the railway, known as Chesterton Fen, will provide much needed green space for what will be a high-density development (see Policy 8). However, at present, the only way to access this is across the Fen Road level crossing which lies outside the North East Cambridge area. In order to provide a more direct access for pedestrians and cyclists into Chesterton Fen and onwards to the towpath along the river a new bridge for pedestrians and cyclists needs to be delivered in accordance with the Area Action Plan Spatial Framework.

### **Fen Road**

Fen Road links the Chesterton area of Cambridge to the Fen Road traveller site, where there are some 200 pitches, as well as a number of dwellings and around 10 hectares of light industrial uses. The road provides the only vehicular access to the community which is severed from the rest of the area by the railway line and barrier-controlled level crossing. On weekdays there are at least six train movements an hour in each direction at the present time, resulting in the barrier being down for around 30 minutes out of each hour.

In the medium to longer term, the number of train movements along this route is planned to increase due to demand for travel in particular between Ely, Waterbeach, Cambridge North and Cambridge, and towns and villages on the lines onward from Ely to Kings Lynn, Peterborough and Norwich. The additional capacity is seen as critical to accommodating the growth of the local economy more generally, and also in assisting in resolving current capacity problems on the road network to the north of Cambridge and to help meet objectives to reduce carbon emissions. However, additional trains would clearly further increase the length of downtime at the crossing and without a solution will increasingly become untenable for the Fen Road community.

Any move to close the crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on

where any alternative should go to deliver the best outcomes, should this situation arise; more certainty will be given as the plan process advances.

#### Evidence supporting this policy

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Ely-Cambridge Transport Study (2018)
- Internalisation Topic Paper (2020)
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>
- Waltham Forrest Mini Holland Design Guide:  
<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>

#### Monitoring indicators

Number of new/improved crossings provided

#### Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015):  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Cambridgeshire County Council Rights of Way Improvement Plan (2016):  
[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire\\_ROWIP\\_update\\_April\\_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update_April_2016%20(1).pdf)

Greater Cambridge Sustainable Design and Construction SPD (2020):  
<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019):  
<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

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## 6.7 Cycle Parking

Providing sufficient and convenient cycle parking at people's homes, centres of employment, shops and other key community locations and transport hubs for residents, workers and visitors is critical to encouraging more people to cycle. The range and type of cycles are diversifying, and it is important to ensure parking provision can accommodate all types of cycles in a way that is accessible to all, covered, safe, and secure. This policy sets out the standards and quantities of cycle parking that new development must provide.

### What you told us previously

- You supported a requirement for high levels of cycle parking in new development.
- You suggested that a percentage of parking should be suitable for larger cycles and charging points should be provided for electric bikes.
- There was a comment that high-volume two-tier stacking arrangements may not be suitable for all cycles or users.
- You supported the exploration of innovative solutions through the detailed design process, integrated into the public realm in a way that prevents cluttered sprawl and facilitates and encourages cycling as the obvious choice.

### How your comments have been taken into account

- In line with your comments, the proposed policy requires cycle parking in excess of the adopted Local Plan standards, but without specifying the minimum levels to be provided to allow for site-specific solutions. We feel this is a better option than new more stringent minimum cycle parking standards, as this could over-provide where a mix of uses are planned and may preclude shared provision of parking which is more efficient when the demand may be spread over different times during the day. Applicants will need to demonstrate that they have fully considered the appropriate levels to provide within the Design and Access Statement and Travel Plan that accompany their planning applications to demonstrate that they will meet the trip budget.
- A percentage of cycle parking is required to be provided for non-standard cycles.
- The policy also requires innovative solutions such as shared parking between different land uses, a proportion of the spaces provided to be able to accommodate different types of cycles, and that consideration is given to whether provision needs to be made for electric charging points and maintenance facilities.

## Policy 18: Cycle Parking

Cycle parking should be provided in excess of the minimum standards set out in Appendix L of the adopted Cambridge Local Plan (2018). At least 5-10% of cycle parking provision should be designed to accommodate non-standard cycles<sup>8</sup> and should consider appropriate provision for electric charging points.

Cycle parking infrastructure must be provided in a manner that is convenient, flexible, safe, secure, and integral to the public realm, in accordance with Policy HQ/1: Design Principles / Policy 59: Designing landscape and the public realm<sup>9</sup>. Long-stay parking should also be covered.

Innovative solutions to cycle parking infrastructure are encouraged, including shared spaces where the location and patterns of use permit, and incorporation of cycle maintenance facilities.

The developer must provide clear justification in the Design and Access Statement and/or Travel Plan for the level and type of cycle parking infrastructure proposed to demonstrate it will meet the trip budget outlined in Policy 22: Managing motorised vehicles .

### Why we are doing this

Relevant Objective: 1, 4

Cycle parking will be provided to levels in excess of adopted Cambridge Local Plan (2018) standards, reflecting the low car nature of the city district, the need to meet the trip budget for the development (Policy 22: Managing motorised vehicles ) and to facilitate active travel. This will assist in encouraging more people to cycle for journeys in the knowledge that they will be assured of a safe and secure place to park their cycle at each end of their journey.

The design of cycle parking must be considered at the outset to ensure it is appropriately integrated into the development and public realm and located so that it is more convenient than access to car parking and to minimise conflict between cycles, pedestrians and vehicles.

Where possible level access should be provided and sufficient space within which to easily manoeuvre cycles of all types. Short-stay and visitor parking should be provided within 15 metres of the main site entrance, where possible. Consideration

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<sup>8</sup> Non-standard cycles are non-conventional upright cycles, which have different cycle parking requirements due to their different shape, size or bulk. Types of cycle may include tandem, cargo cycle, box bikes, hand cycle, adapted cycles, electric cycle, electrically assisted pedal cycle, adult trike, recumbent cycles, cycles with various additions such as baskets, panniers and child seats.

<sup>9</sup> Policy HQ/1 in the adopted South Cambridgeshire Local Plan (2018) and Policy 59 in the adopted Cambridge Local Plan (2018).

should be given to integrating public cycle maintenance facilities, including a pump and tools. All parking must be secure (for example with root fixed stands), flexible, safe to use, and long-stay parking should be covered.

The range and type of cycles are diversifying to accommodate a wider range of users and abilities. Electric cycles are helping to make cycling accessible to people who previously did not cycle and for journeys over longer distances. Most charging is done at home or in the workplace since the battery is removable, but consideration should be given to appropriate provision for electric charging points. Cycle parking must include capacity for all types of cycles with at least 5-10% of parking for non-standard cycles such as cargo cycles and cycles with trailers; the former can be secured through the provision of low bar / anchor loop which are unsuitable for standard cycles.

For residential purposes cycle parking should be within lockers or cycle stands within a lockable, covered enclosure. Space should be flexible enough to accommodate non-standard cycles, such as cargo cycles and/or securely store cycle trailers. Visitor parking should be provided for at the front of properties.

It is recommended that supporting facilities are provided at land uses where long-stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, drying rooms, showers and changing rooms, as well as charging facilities for electric cycle batteries.

Space should also be provided to accommodate dockless cycle hire schemes and electric cycle schemes. Whilst these cycles do not need to be secured to cycle stands, to reduce street clutter, allocated space (for approximately 1 to 3 cycles) should be provided in convenient locations, such as adjacent to visitor parking and at travel hubs (see Policy 19).

Innovative solutions are encouraged, and some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards within mixed-use areas is likely to result in a duplication of provision.

Guidance on the design principles and dimensions for new cycle parking provision is contained within Cambridge City Council's Cycle Parking Guide for New Residential Developments.

### **Evidence supporting this policy**

- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>
- Skills, Training, and Employment Topic Paper (2020)

## Monitoring Indicators

Number of cycle parking spaces provided for standard cycles and non-standard cycles

Number of cycle maintenance facilities provided

## Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy TI/3: Parking Provision
- Policy HQ/1: Design Principles

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 59: Designing landscape and the public realm
- Policy 82: Parking management
- Appendix L: Car and cycle parking requirements

Cambridge City Council's Cycle Parking Guide for New Residential Developments: <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.8 Safeguarding for Cambridge Autonomous Metro and Public Transport

*Figure 33: Map showing location of land to be safeguarded for the CAM interchange*

The Cambridgeshire and Peterborough Combined Authority is promoting the development of a high quality, regional mass transit network called the Cambridgeshire Autonomous Metro (CAM). The concept consists of a tunnelled central core which will connect Cambridge station and the city centre to four portal locations. The current consultation proposal is for the northern portal to be located in the North East Cambridge area close to Cambridge North Station along the alignment of the Guided Busway. This policy ensures that land is safeguarded for this, as well as other public transport hubs.

### What you told us previously

- There was broad support for protecting corridors for sustainable movement options.

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

- Both the central core section being taken forward by the Cambridgeshire and Peterborough Combined Authority and the Waterbeach to North East Cambridge surface section being taken forward by the Greater Cambridge Partnership are in the early phases of business case development. In order to allow both projects to proceed through the appropriate stages of options assessment and route development, policies in this plan will remain suitably broad at this early stage such that as much flexibility is maintained as possible without stalling development of the wider site in the meantime.

### Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport

#### **Portal for the central core of Cambridge Autonomous Metro**

The north portal for the central core section is likely to be located within the North East Cambridge Area Action Plan boundary. An area of land in close proximity of Cambridge North station (shown on Figure 33) shall be safeguarded for the operation of the Cambridge Autonomous Metro, including land for the portal/tunnel entrance as well as for construction and maintenance.

#### **Cambridge North Transport Interchange**

Sufficient land will be safeguarded in the vicinity of Cambridge North Station to facilitate a quality transport interchange and mobility hub. The interchange shall accommodate the convergence of the three mass transit routes from the central core, the St Ives route and the proposed Waterbeach route and link seamlessly to



the railway network. It will also incorporate space for first / last mile link modes to be used. The interchange will be designed in such a way that it caters for known technologies, however it should include enough flexibility that it can be adapted in the future for emerging technologies, such as autonomous vehicles.

### Mobility hubs

Mobility hubs will be provided on key walking and cycling routes, main arrival points into North East Cambridge as well as within the identified centres, across the site to enable seamless interchange between public transport and other mobility options for first/last mile links within the site. Sufficient space should be allocated to each hub to enable a mix of traditional and innovative options for the first/last mile link to be provided or to evolve as new technologies come forward.

Hubs should include space for cycle parking, including an area for dockless cycle hire cycles, good wayfinding and signposting and real time information as a minimum but could also include space for emerging micro-mobility modes, ride-hailing services, last mile deliveries and lockers or charging points, for example.

### Why we are doing this

Relevant Objective: 1, 3, 5



Figure 34: Indicative CAM network map. Source: <https://cam.consultationonline.co.uk/the-proposals/>

North East Cambridge should be designed around a network of links and connections for sustainable active modes which will provide access to a series of

fully accessible mobility hubs where it is possible to interchange between high quality public transport and other modes for seamless journeys (see Policy 16).

The Cambridgeshire and Peterborough Combined Authority is promoting the development of a high quality, fast regional mass transit network called the Cambridgeshire Autonomous Metro (CAM). The concept consists of a tunnelled central core which will connect Cambridge station and the city centre to four portal locations in the north (the current consultation proposal is for this to be located in the North East Cambridge area close to Cambridge North Station along the alignment of the Guided Busway), east, south and west of the city. These four portals will then connect seamlessly into existing segregated routes to St Ives and Trumpington Park & Ride, as well as four new segregated surface routes being promoted by the Greater Cambridge Partnership to Waterbeach, Newmarket Road, Granta Park and Cambourne, connecting to new growth sites along the way. Finally, four regional extensions are also in the early development stage, connecting onwards to Alconbury Weald, Mildenhall, Haverhill and St Neots.

The scheme is of relevance to North East Cambridge for two reasons; where the portal for the tunnelled section might be located within the plan area and how the segregated surface section from the new town north of Waterbeach feeds through the development site to the portal entrance.

It will also become an important transport interchange in the north of the city, benefiting not only North East Cambridge itself, but better connecting the communities that neighbour the area. In order that development coming forward on the site doesn't prejudice the ability of the CAM scheme to come forward, a broad approach has been taken to the guiding principles. As the CAM and Waterbeach to North East Cambridge projects are developed, more certainty will be given as the plan process advances.

The public realm should be designed to enable seamless interface between different travel options at mobility hubs. Mobility hubs should include appropriate waiting facilities; shelter, seating and real time information, with good wayfinding and onwards journey information, cycle parking and access to dockless cycle hire schemes (in accordance with Policy 18).

### **Evidence supporting this policy**

- Ely to Cambridge Transport Study (2018)
- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Cambridgeshire Autonomous Metro SOBC
- Smart Infrastructure Topic Papers: Environmental Monitoring (2020)

## Monitoring indicators

Modal share for public transport users

Number of mobility hubs provided

## Policy links to the adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy HQ/1: Design Principles
- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

Cambridgeshire Autonomous Metro Strategic Outline Business Case (2019): <https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CAM-SOBC-v2.1.pdf>

## 6.9 Last mile deliveries

Changing patterns of retailing with greater use of e-commerce means that consumers (businesses and residents) increasingly expect products to be delivered to their door. Cambridge has been a pioneer in cycle deliveries with a consolidation centre at the edge of the city that disaggregates parcels on to smaller cycle-logistic bikes. North East Cambridge provides an opportunity to develop at least one consolidation hub that would enable smaller electric vehicles and cycles to serve the development. This policy sets out where we expect delivery hubs to be located and what they should provide.

### What you told us previously

- You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts. You suggested this could also serve Cambridge as whole.
- You asked us to consider cycling logistic firms using cargo cycles to make last-mile deliveries.
- You asked us to provide flexibility to future proof for technological advances and growth of online shopping.
- Other suggestions included a rail freight terminal accessed on Cowley Road extension and a trans-shipment hub close to the A14.

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

- In line with your comments, the proposed policy anticipates at least one consolidation hub to which deliveries will be delivered and sorted ready for onwards delivery.
- Last mile deliveries will be encouraged by cycle logistics firms using cargo cycle and/or electric vehicles for bulkier items.
- This will enable consolidation into fewer delivery trips serving destinations in close proximity, reduce the overall number of vehicles within the city district and reduce environmental impacts, improve place making and public safety.
- Reflecting the comments received, this policy is flexible and futureproofed for changing technological solutions.

## Policy 20: Last mile deliveries

Within North East Cambridge planning permission will be granted for delivery hubs up to 1,500m<sup>2</sup> to enable the consolidation of deliveries to service the needs of local businesses, retailers, community uses and residents.

A hub has been identified within Cambridge Science Park Local Centre, as set out in Policy 10c. An additional hub could be located close to Milton Road where it can be accessed directly from the Primary Street to reduce vehicle movements within the Area Action Plan area.

Onwards 'last-mile' delivery will be provided by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles and for bulkier items using electric vehicles.

Innovative and flexible solutions are encouraged, including utilising measures such as digital and online infrastructure to better manage supply and demand, dynamic management of the kerb for deliveries of goods, and future proofing for technological improvements which may include use of drones and autonomous delivery vehicles.

### Why we are doing this

Relevant Objectives: 1, 2, 4

Changing patterns of retailing with greater use of e-commerce means that consumers (businesses and residents) increasingly expect products to be delivered to their door. To meet the demand for fast delivery the movement of freight is typically performed by a large number of delivery companies who inefficiently duplicate each other's journeys with partially filled trucks and vans. This results in unnecessarily high levels of congestion, safety issues, pollution and environmental impacts, and rising distribution costs.

With the existing capacity constraints on the highway network in and around North East Cambridge and the limited opportunities to increase this in future, the additional pressure from services and deliveries needs to be addressed. Unconstrained deliveries direct to business premises and properties is, with the growth in e-commerce, likely to generate many trips and exceed the trip budget (Policy 22: Managing motorised vehicles and available highway capacity causing unacceptable levels of congestion and air pollution. In addition, there would be limited control over the types of vehicles, such as diesel trucks and vans, used to make the deliveries and the resultant environmental impacts. Numerous vehicles pulling up at the kerb to make deliveries could also impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area. However, it may be possible, in this scenario, to introduce some controls to constrain deliveries to certain times of the day by managing the kerb.

In addition to reducing the number of delivery trips use of a consolidation hub provides environmental benefits in excess of those achieved by converting the existing vehicle fleet to zero emissions. The ability to replace multiple deliveries into a single delivery can improve the customer experience, save money and time. Coupled with vehicular access restrictions (see Policy 21: Street hierarchy), reducing the number of vehicles and switching trips to more sustainable modes will improve the safety of vulnerable road users such as pedestrians and cyclists, help re-enforce the people first approach (Policy 16: Sustainable Connectivity) and improve the quality of life for the new community.

Planning permission will be granted for a delivery/consolidation hub (of up to 1,500 m<sup>2</sup>), located within Cambridge Science Park Local Centre (see Policy 33). An additional delivery/consolidation hub in close proximity to Milton Road, accessed off the primary street, to minimise vehicular trips within the wider city district would also be supported. Consideration should be given to co-locating the hub with other active uses, such as shops and other services and facilities to enable residents to make multi-purpose trips if they collect their purchases from the hub in person.

The onwards 'last-mile' delivery should be undertaken by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles (including electric cycles). For bulkier items it may be necessary to use vehicles; these should be sustainable, such as electric vehicles.

Innovative solutions and technology should also be considered to further reduce the number of delivery trips and manage onwards 'last-mile' deliveries; Cambridge has seen the first drone delivery by Amazon and companies are beginning to look at autonomous delivery of small items (with trials being undertaken in Milton Keynes). Technology can also assist with managing supply and demand. For example, allowing the consumer to select a delivery window to suit their availability and reduce the number of abortive trips. Technology can also be used to manage the kerb for deliveries by vehicles, by controlling times of day that deliveries can be undertaken and/or the dwell time. Additionally, it may be possible to allow packaging to be returned for recycling, providing an accessible centralised place for refuse vehicles to collect from.

### **Evidence supporting this policy**

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Community Safety Topic Paper (2020)

## Monitoring indicators

- Number of delivery hubs provided
- Mode share of delivery trips

## Policy links to adopted Local Plans

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015):  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Greater Cambridge Sustainable Design and Construction SPD (2020):  
<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019):  
<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.10 Street hierarchy



Figure 35: Street hierarchy for North East Cambridge

While North East Cambridge will be designed around active travel as the first choice, we must also ensure that there is a functional road network for vehicular access, for emergency vehicles, servicing local businesses, and for people with mobility issues as well as community transport and taxis. This policy describes the primary and secondary street network and how these streets should be designed to low vehicle speeds, and with excellent provision for walking and cycling to ensure these remain the travel mode of choice. It also sets out how space efficient car parking should be provided in 'car barns' so that residents and workers who need to occasionally use cars, can access private or shared cars.

### What you told us previously

- You supported facilitating non-car travel modes, including provision of an extensive network of routes for active travel, high quality public transport, but without cutting off access for those who need cars.
- One comment suggested that main roads should be kept to the periphery of the development.
- You commented that industries requiring lots of large lorries are considered incompatible with safe cycling and walking.
- You commented that provision for non-car modes is necessary to implement a trip budget approach and reduce car dependence; this would also support low



levels of car parking and provision of a car pool hire scheme could help to reduce car ownership. You felt that a robust and well-funded area-wide Travel Plan is needed.

- You said we should consider the reality of car use, and provision should be made for car journeys within the area to improve access to the area east of the railway.
- You suggested centralised refuse collection and a consolidation hub for deliveries to help reduce demand on the highway.

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

- It is not a feasible option to ban vehicular traffic from North East Cambridge completely. Access is needed for emergency vehicles and to meet servicing requirements of local businesses, retail and community uses, and by some people with mobility issues. Vehicles such as public transport, community transport and taxis provide an important part of the wider mobility model. However, a site-wide network of through routes for vehicles would undermine efforts to reduce car use and encourage active travel. The proposed policy therefore manages vehicular traffic onto the most appropriate streets to enable the new city district to function appropriately, in line with your comments that vehicle use should not be banned but should be reduced as far as possible.
- New vehicular links to areas outside North East Cambridge, such as across the railway to connect with Fen Road, could encourage a greater level of traffic through North East Cambridge and undermine the aspirations to reduce car use. Any move to close the level crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on where any alternative should go to deliver the best outcomes, should this situation arise.

In response to your comments, delivery consolidation is dealt with in

- Policy 20: Last mile deliveries

### **Policy 21: Street hierarchy**

North East Cambridge should be designed to manage vehicle movements in accordance with the street hierarchy outlined in Figure 35:

- Primary streets will provide the main vehicular accesses into and within North East Cambridge, serving Cambridge Science Park and Cambridge Regional College to the west of Milton Road, and Cambridge Business

Park, St John's Innovation Park, Cambridge North railway station, Cambridge North East Aggregates Railheads and Cowley Road Industrial Estate to the east. They should be designed to:

- Include high quality segregated paths and cycle paths for all non-vehicular users, including micro mobility.
- Give priority to active sustainable modes across traffic using the primary street and across side roads.
- Secondary streets will provide access to the wider area for essential emergency vehicles, as well as servicing commercial, community and residential properties, off-plot car parking in car barns (including car pool hire schemes), and to provide access for people with mobility issues:
  - Provide full permeability and priority for active sustainable modes.
  - No through routes for non-essential traffic, with filtered permeability to enable access for essential vehicles.
  - Public realm designed for low traffic volumes and speeds.
  - Any loading bays, drop-off/pick-up points and vehicle parking for people with mobility issues, should be integrated into the public realm. Innovative solutions should be considered to 'manage the kerb'.

Consideration should be given to the incorporation of car-free zones, particularly close to centres of activity and mobility hubs.

### Why we are doing this

Relevant Objectives: 1, 4, 5

It is not intended to prevent vehicular traffic within North East Cambridge but to minimise and manage vehicle movements through a clear street hierarchy and filtered permeability<sup>10</sup> to maintain appropriate access to all areas to enable to place to function but in a manner that will not undermine place making and the overarching objective of prioritising movement by active travel modes. All streets will be designed around people, with low traffic speeds and accord with the design principles outlined in Policy 7a. **Primary streets**

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<sup>10</sup> Filtered permeability "filters out" through car traffic on selected streets to create a more attractive environment for walking and cycling, while maintaining accessibility for emergency and service vehicles.

*Figure 36: Diagram of design of primary streets*

The main vehicular accesses to North East Cambridge will be via primary streets which will serve Cambridge Science Park, Cambridge Regional College, Cambridge North railway station and businesses. They have been routed to keep traffic away from centres where there will be clusters of public uses and activity, such as the district and neighbourhood centres, schools and other spaces where the public realm puts people first, to minimise conflict.

Whilst primary streets are the main traffic routes priority will be maintained for active travel routes at all intersections to provide seamless connections and maintain continuity for cyclists and pedestrians adopting Mini-Holland principles. Crossing points should be level, safe (with good sight lines and lighting for night times), and ensure traffic is required to give way.

High quality segregated routes and spaces for pedestrians and cyclists will be provided to maintain separation and minimise conflict between different users travelling at different speeds, as well as from vehicular traffic. Priority will be maintained for pedestrians and cyclists where routes along the primary streets cross side roads and accesses into premises, maintaining a level path without the need to negotiate steps or kerbs.

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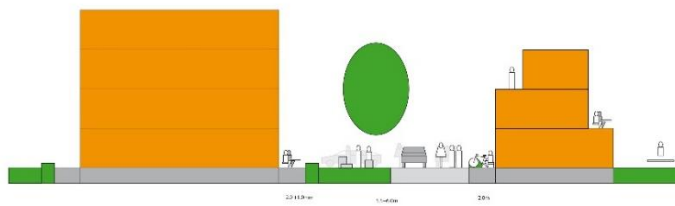


Illustration of two-way access-only street in medium density area  
Dual aspect houses and single aspect apartments  
building to building >16m

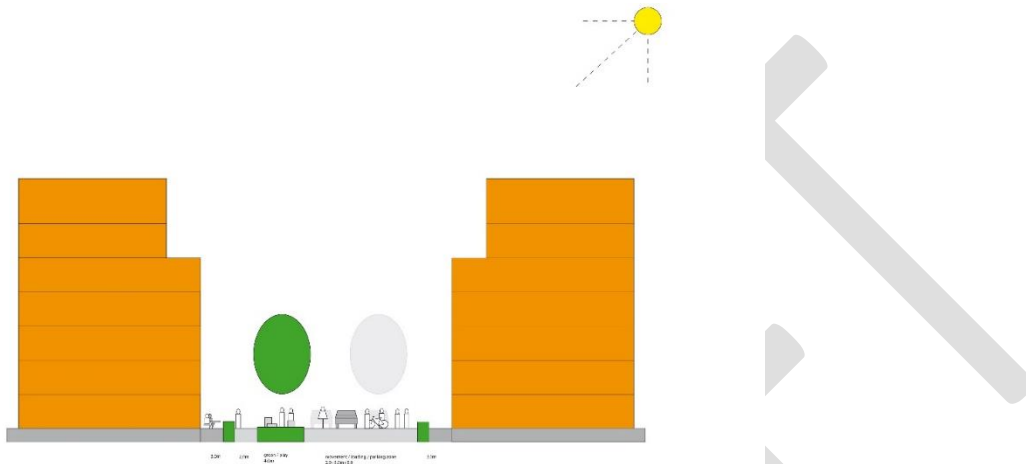


Illustration two-way shared surface access-only street in high density area  
single aspect apartments on both side of street  
building to building > 21m

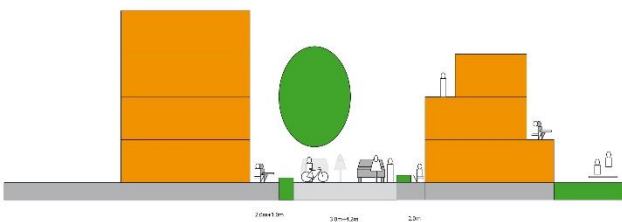


Illustration of access-only street in lower density area  
Narrow profile, one-way street  
Dual aspect houses and apartments = greater flexibility in floor plan and placement of windows to avoid direct overlooking  
building to building >12m

Figure 37: Diagram of design of secondary streets

## Secondary streets

Secondary streets will be accessed from the primary streets and provide access to the wider area for essential emergency vehicles, as well as servicing commercial, community and residential properties, off-plot car parking, and to provide access for people with mobility issues. These streets will be designed as no-through routes

(except for essential traffic such as emergency vehicles) to reduce circulating traffic and create car free zones within the development. With low traffic volumes their design should be more inclusive for all users within a shared space with less need for physical segregation, although there should be clear delineation for different users (for example through use of different surfacing materials and low kerb heights) to minimise conflict, particularly for vulnerable users such as those with visual impairments.

Consideration should be given to any vehicle parking, space for drop-off / pick-up and delivery vehicles (allowing flexibility for future technological advances such as autonomous vehicles), including for people with mobility issues, to integrate them into the public realm in a way that the space can be repurposed when the space is not in use.

### **Evidence supporting this policy**

- North East Cambridge Area Action Plan Transport Evidence Base (September 2019) and Addendum (2020)
- Ely-Cambridge Transport Study 2018
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Internalisation Topic Paper (2020)
- Skills, Training + Local Employment Topic Paper (2020)
- Waltham Forrest Mini Holland Design Guide:  
<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>
- Manual for Streets (Department for Transport, 2007):  
<https://www.gov.uk/government/publications/manual-for-streets>

### **Monitoring indicators**

Number of vehicles using primary and secondary streets

Number of cars parking in undesignated places

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

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ntp>

Cambridgeshire Local Transport Plan 2011-2031 (2015): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Greater Cambridge Sustainable Design and Construction SPD (2020): <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/greater-cambridge-sustainable-design-and-construction-supplementary-planning-document-spd/>

Making Space for People Supplementary Planning Document (Draft 2019): <https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

## 6.11 Vehicle trip budget and parking

*Figure 38: Infographic showing key measures in the policy*

In order to meet our ambitions for a walkable and cyclable, sustainable neighbourhood which does not increase pressure on the road network around the site, the overall number of vehicle movements in North East Cambridge will have to be carefully managed and significantly reduced from current levels. To achieve this, developers will be subject to strict trip budgets which will limit the number of vehicle trips allowed to and from each site and reduced levels of car parking. This policy sets out the trip budget principles and quotas, and the ratio of parking spaces that we will permit development to include.

### What you told us previously

- There is concern that if developed with traditional mode shares, the development would cause unacceptable problems on the surrounding highway network.
- However, the majority of respondents understand the opportunity that this site affords to provide a much more sustainable development and there is general support for low car usage as long as this is supported by improvements to public transport and provision for non-motorised users.
- The principle of a vehicular trip budget is broadly supported, but that it must be site wide and existing developments must play their part in making the development significantly less reliant on private cars.
- There was also broad support for the principle of a much-reduced approach to parking, but again the need for equity across the site was emphasised, as well as not simply displacing parking to other, undesirable locations such as surrounding streets or villages.

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

- The Transport Evidence Base undertook a modelling exercise to understand how bad the impact on the highway network would be if a range of different development scenarios were built out on the site. The work considered what the impact would be if current mode shares on the site were maintained. It showed that a business-as-usual approach would multiply existing local highway delay levels to an unacceptable level which it would not be possible to mitigate.
- Lack of spare highway network capacity in and around the area particularly at peak times, the limited opportunities to increase this in the future, the additional pressure to be placed on the road network by other developments such as the new town north of Waterbeach and the lack of wider policy

support to increase general highway capacity into the city centre are all factors influencing the approach proposed for general vehicular traffic in this plan. It has been concluded that for any further development to be delivered in the North East Cambridge area, it will be necessary for it to be delivered in a way that does not result in peak-period highway trip levels increasing above existing levels. Remaining within this 'trip budget' will require the existing relatively unconstrained car mode-share to be significantly reduced in the future, an approach which is in line with that adopted by the Greater Cambridge Partnership for Cambridge as a whole (i.e. reducing traffic to 10 to 15% below 2011 levels).

- The transport evidence also considered what car parking standards would be appropriate in order to support the trip budget. The work found that car parking across the area as a whole would need to be constrained to approximately the number of spaces currently utilised by Cambridge Science Park. This would require a significantly more restrictive car parking policy than the existing adopted Local Plans for new developments, coupled with a progressive reduction in parking availability across existing developments, as more alternatives to the private car come forward. This will require careful phasing of development and sustainable transport measures over the life of the North East Cambridge development.

## **Policy 22: Managing motorised vehicles**

Development proposals will be subject to strict vehicle trip budgets which will limit the number of external trips allowed to and from each site. Development will not be permitted if proposals exceed the vehicle trip budget.

The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is:

- AM Peak: 3,900 two-way trips
- PM Peak: 3,000 two-way trips

For access on to Kings Hedges Road, the maximum vehicle trip budget is:

- AM Peak: 780 two-way trips
- PM Peak: 754 two-way trips

The trip budgets will be proportioned amongst the North East Cambridge area in accordance with the total anticipated size of each area (current and future) and set out in the Transport Evidence Addendum.

In order to comply with the vehicle trip budget, the site as a whole will need to significantly reduce the car-driver mode share down from the 70% indicated in the Census but the final figure depends on the development mix.

With the exception of relatively minor highway works at Milton Road accesses, the



scenario above does not require major highway mitigation. To achieve the above there will need to be significant investment in enhancing the sustainable travel options and radical restrictions on the available parking on the site.

### **Car Parking**

In order to support the principle of the vehicle trip budget, the area will require a significantly restrictive and carefully managed approach to car parking. It is essential that:

- a) each of the existing areas significantly reduce their existing parking allocation / occupancy, and
- b) new developments take a restrictive approach to car parking, in order to achieve the Area Action Plan growth objectives.

The Transport Evidence sets out that in order to comply with the vehicle trip budget a maximum total provision of **4,800** employment related parking spaces accessed from Milton Road across the area should be provided. The Addendum to the Transport Evidence sets out that a further maximum of **1,160** spaces (390 for the Regional College and 770 for Cambridge Science Park) can be accessed from Kings Hedges Road; this would require the prevention of a through route from Milton Road to Kings Hedges Road through the site.

For residential uses, a maximum site-wide parking standard of 0.5 spaces per household should be used as a starting point, with an expectation that lower levels should be achieved for all housing types and tenures.

A site-wide residential parking strategy should be developed to incorporate neighbourhoods of car-free housing, particularly close to centres of activity and mobility hubs. For ancillary uses, parking should be limited to operational and blue badge use only.

The total parking budget will be proportioned amongst the North East Cambridge area in accordance with the total anticipated size of each area (current and future) and set out in the Addendum to the Transport Evidence.

In order to create a place that positively encourages walking and cycling instead of car use for short trips, car parking will be accommodated off-plot within car barns rather than immediately outside properties. Car barns will be provided throughout the area (see Figure 35: Street hierarchy for North East Cambridge) and incorporate electric charging points as well as appropriate space for motorbikes, scooters and car pool hire scheme vehicles.

### **Control of inappropriate parking**

On-street parking should be limited through prohibitive design to ensure that the appeal of the public realm is maintained, and to ensure that priority is clearly given

to active sustainable modes. It should also be limited through design or enforcement on routes designated for bus use. The use of smart technology should be investigated to encourage 'management of the kerb'.

On-site parking restrictions could lead to some displaced parking onto neighbouring roads. To mitigate potential parking displacement, parking demand and capacity in the areas within a 2km distance from North East Cambridge will be monitored as the development comes forward. This would include Orchard Park and Milton, as well as the Cambridge wards of East and West Chesterton King's Hedges and Abbey, but also potentially further afield should ongoing monitoring suggest wider displacement impacts. Should monitoring reveal that parking is indeed being displaced from the North East Cambridge area, additional mitigation agreed through travel plans will need to be implemented before further development can take place.

### Why we are doing this

Relevant Objective: 1, 3, 4, 5

Despite already being relatively well-connected to surrounding public transport and cycling networks, North East Cambridge is currently dominated by vehicular traffic and has a significantly higher car mode share than other large employment sites in the city. The majority of traffic enters the area from Milton Road, either via the three accesses into the eastern area of the site, or via the main entrance into Cambridge Science Park, and congestion issues at the Milton Road / A14 Interchange and on Milton Road result in delays for vehicles during the peak periods. However, vehicles associated with the site also put pressure on the Histon Road / A14 interchange and King's Hedges Road, as they access Cambridge Regional College and the western end of Cambridge Science Park from a second access off King's Hedges Road.

There is currently prolific and unconstrained car parking across the whole site but especially at Cambridge Science Park and other employment parks. This exacerbates the situation because the oversupply of parking disincentivises the use of public transport, even where it is available. The 2011 census indicated that 70% of existing employees drive to the North East Cambridge area to work.

Furthermore, air quality is of concern in the area, given its proximity to the A14 and the volume of traffic on Milton Road. Whilst on-going air quality modelling indicates that traffic related air pollution is not a significant constraint to development, based on the current National Air Quality Objectives (NAQOs), it is recommended that sensitive development such as residential dwellings, schools, hospitals and external play areas / amenity space are not introduced to areas that are shown to (or are forecast to) exceed the NAQOs.

The location and connectivity of North East Cambridge provides a unique opportunity to bring forward a highly sustainable type of development for the area which is firmly

designed around the needs of people rather than cars (see Policy 16), marking a step change in the way people move around. Whilst planned and potential transport improvements in the area will mean that North East Cambridge will become increasingly accessible and connected by non-car modes, highway capacity improvements will be relatively minor, particularly to the south of the A14 on Milton Road. The introduction of new junctions on the A14 are likely to be impractical given the close proximity of the existing junctions and encouraging further traffic through the existing junctions would risk traffic backing up on the A14 itself, causing a safety issue. There is little room to make any improvements at the access to Cambridge Science Park or the junction with Kings Hedges Road/Green End Road. Even if such a policy direction were desirable, technically, it would also be highly challenging and would require significant land take that would then not be able to be used for development. Such an approach would only serve to further undermine the alternative transport offer and would not respond to the climate and biodiversity emergencies declared by the Councils.

The transport evidence is clear that for the aspirations for growth at North East Cambridge to be realised, then a radically different approach to the management of motorised vehicles will need to be adopted for the site. Any further development in the area will have to be delivered without an increase in development-related vehicular trips. Furthermore, given the existing target of the Greater Cambridge Partnership to reduce traffic entering the city by 10 to 15% based on the 2011 traffic figures (which equates to a 24% reduction on 2018 figures), coupled with the declaration of the climate change emergency by the Councils, then a step change is required to support these principles.

The policy approach for managing motorised vehicles therefore is one of 'decide and provide' rather than 'predict and provide', moving towards the transport characteristics of the site that are desired rather than traditionally forecast and putting measures in place to achieve this. The move towards a significantly reduced mode share for cars and away from unconstrained, prolific parking is the first step in achieving that vision.

In order to realise this approach, developers will need to not only consider how new residents and employees access the site but will also need to commit to changing the travel habits of existing employees if the trip budget approach is to succeed.

A package of schemes and policies - set out in more detail elsewhere in this plan - will be required, each contributing in different ways to the shift away from the reliance of travelling to the site by car.

Encouraging internalisation of trips within the site is both a higher level policy approach related to the level and mix of development considered in more detail in Policy 16: Sustainable Connectivity, as well as more detailed masterplanning considerations. These must balance the needs of those with disabilities who rely on the car, taxi or bus with the need to encourage people who can to use alternatives to the car for short journeys within the site itself (Policy 21: Street hierarchy).

The approach to car parking set out above, coupled with measures set out in Policies 16, 17 and 19 to increase accessibility to the site by non-car modes and more intensive travel planning measures has the potential to result in a significant reduction in car driver modes share.

As further public transport schemes are delivered across the Greater Cambridge area, a greater proportion of people commuting to North East Cambridge will be brought into catchment areas for these modes. Furthermore, over time there is likely to be a gradual shifting of the distribution of employee home locations towards corridors where there are non-car options for travelling into the area. The phasing of the car parking strategy will need to be closely aligned with the delivery of new opportunities to access the area by alternative means, to ensure that these benefits are in place before more restrictive measures are imposed.

Even as the proportion of North East Cambridge employees living within public transport catchments increases over time, there will remain a proportion of commuter journeys which begin without a viable alternative to the car. As car parking is reduced within the North East Cambridge area, allowing these to be completed by some form of Park & Ride or Park & Cycle for the last part of the journey into Cambridge will become increasingly important and not just from the Milton Park & Ride but from other areas of the city.

Mobility needs have already changed significantly over the last 25 years, with commuting journeys in England falling by 16% between 1995 and 2014, despite population growing by 11% and employment growing by 18%<sup>11</sup>. Continuing changes in flexible working practices, the spread of commuter journeys away from peak hours and the ongoing decline in car ownership levels among younger generations are all some of the future travel trends that are likely to contribute further to the reduction in car-driver mode share.

To achieve an equitable split of both the vehicular trip budget and car parking spaces across the whole area, the overall trip and parking budget will be divided up and set out in the Addendum to the Transport Evidence. Some sites will need to significantly reduce their vehicular trip generation and parking over time to achieve the desired level and to comply with the overall trip budget. Given the complexity of land ownership on the site, it is strongly encouraged that individual developers work together to agree a site-wide Transport Assessment and Travel Plan that can be agreed with the local highway authority at an early stage. As individual planning applications come forward, site-specific Transport Assessments can then demonstrate how they fit into this overall plan and set out how they intend to meet their targets, setting out specific travel planning measures for supporting this approach as well as a monitoring framework and further mitigation actions should they be needed.

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<sup>11</sup> 'Future of Mobility: Urban Strategy', DfT, 2019

Overall, although the mode share targets required for the development scenarios to operate within the trip budget are considered challenging, over a sufficient timeframe and with the right supporting interventions set out in policies elsewhere in the plan, the mode shift required is considered both necessary to deliver the Area Action Plan and achievable.

### **Evidence supporting this policy**

- Ely to Cambridge Transport Study 2018
- North East Cambridge Area Action Plan Transport Evidence Base 2019
- 2020 and Addendum (2020)
- Skills, Training and Employment Topic Paper (2020)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)
- Smart Infrastructure Topic Paper: Future Mobility (2020)
- Internalisation Topic Paper (2020)

### **Monitoring indicators**

Number of vehicular trips to / from North East Cambridge

Number of car parking spaces provided within North East Cambridge

Number of vehicles parking in adjoining streets within 2km radius

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

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel
- Policy TI/3: Parking Provision

Cambridge Local Plan (2018): <https://www.cambridge.gov.uk/local-plan-2018>

- Policy 5: Strategic transport infrastructure
- Policy 81: Mitigating the transport impact of development
- Policy 59: Designing landscape and the public realm
- Policy 82: Parking management
- Appendix L: Car and cycle parking requirements

Cambridgeshire and Peterborough Local Transport Plan – Draft Plan and Policies Annex: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>

Cambridgeshire Local Transport Plan 2011-2031 (2015):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

Transport Strategy for Cambridge and South Cambridgeshire (2014):

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>

Making Space for People Supplementary Planning Document (Draft 2019):

<https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf>

Waltham Forrest Mini Holland Design Guide:

<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/01/Waltham-Forest-Mini-Holland-Design-Guide.pdf>

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## 8. Development process

Developing North East Cambridge will take around 20 years, so we need to ensure that we have a clear and achievable plan for how this will take place over time. We want to ensure that the development process itself helps to reduce inequality, builds a strong and sustainable community, and is phased so that disruption is minimised.

This section sets out how the Councils will work with developers and partners to achieve of the vision and strategic objectives of the APP, and how we intend to monitor progress along the way.

This section contains the following policies:

Policy 23: Comprehensive and Coordinated Development

Policy 24a: Land Assembly

Policy 24b: Relocation

Policy 25: Environmental Protection

Policy 26: Aggregates and waste sites

Policy 27: Planning Contributions

Policy 28 – Meanwhile uses

Policy 29 - Employment and Training

Policy 30: Digital infrastructure and open innovation

## 7.1 Comprehensive and coordinated development

There are many challenges to realising the vision, objectives and spatial framework for North East Cambridge, from managing existing noise, air quality and highway capacity constraints to overcoming social and physical barriers. Significant structural changes are required to the layout of existing land uses, with a number of large-scale operations needing to be relocated, reconfigured, or bridged over or under. It will also require early delivery of infrastructure to unlock the development potential of the area and to begin the transition to a high quality new mixed-use district.

With multiple landowners, development will be taking place in multiple phases on different sites concurrently across North East Cambridge over the next 20 years. There are clear benefits of joint working and cross stakeholder engagement that ensure key planning issues are considered and, where possible, resolved jointly by all relevant parties prior to the submission of planning applications, including the timing of required strategic infrastructure.

At the same time, we need to ensure existing businesses can continue to successfully operate, the establishment of new communities is supported and managed, the benefits of the development for the surrounding communities are realised, and economic cycles, changes in technology and climate change are accommodated.

A comprehensive and coordinated approach to the development of land and the delivery of area-wide interventions, infrastructure provision, and management regimes between sites and over the area as whole, is the only means by which to enable new development to come forward and to optimise the development opportunity of North East Cambridge, in terms of densities, delivery rates, levels of affordable housing, social change, and better place-making.

### What you told us previously

- There was broad support to require the master planning of sites within the Area Action Plan. Several respondents commented how this would facilitate the consideration of more innovative solutions for delivering local decentralised energy generation and supply, achieving low carbon development, and providing for integrated water management. It was also considered that this approach would assist in implementing smart-tech and managing area-wide issues such as the potential requirement for high-volume cycle storage and the setting of design standards.
- Some of the landowners raised potential difficulties with providing decentralised energy in practice, highlighting both technical and feasibility reasons. They requested that any such policy requirement be flexibly applied.
- We had also asked whether the Area Action Plan should prioritise land that could feasible be developed early and whether there were any risks



associated with this approach. Responses were mixed. Some suggested early delivery was critical to providing confidence in the deliverability of the Area Action Plan and supporting the early delivery of infrastructure. While others felt this could result in isolated developments within inadequate amenities across the area to serve the occupants. One respondent suggested that no sites should be prioritised until such time as the Waste Water Treatment Plant had been relocated.

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

- The preferred policy encapsulates the positive comments received. A comprehensive and coordinated approach to the development of land at North east Cambridge will enable the consideration of more innovative approaches to the management of energy and water needs at the Area Action Plan and site master plan level. Equally, such consideration extends to the feasibility and viability of implementing alternative options or management regimes, overcoming the concerns of some landowners.
- This option is also preferable to the reasonable alternative – enable development plots to come forward without the benefit of a site-wide masterplan. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses, and strategic infrastructure all have potentially limiting consequences for scale, layout and viability. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, the proper planning of development (in terms of layout, design, use etc) and the ability of development to support the creation of coherent neighbourhoods and the provision of social and physical infrastructure.
- With respect to prioritising land for early delivery, it is important to have regard to the purpose of the Area Action Plan (AAP), which is to ensure that the scale of change planned for North East Cambridge is guided by policies that meet the aspirations that the local community, landowners and the councils have for the area as a whole, as well as the places within it. The Area Action Plan is therefore not just about providing for new development and physical growth, but also the regeneration and realisation of the social benefits and improvements that new development can help deliver to the overall quality of place. The councils preferred option is not to prioritise land for early delivery but rather to prioritise the delivery of key developments within the Plan's timeframe that are critical to the success of delivering the vision for North East Cambridge.

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

Planning applications for major development within the North East Cambridge Area Action Plan area will be supported where:

- a. The proposal demonstrates the development will make an appropriate and proportionate contribution to site wide infrastructure such as road and rail crossings, and open space provision, to be secured through the use of planning obligations in accordance with Policy 27;
- b. The proposal is supported by a comprehensive masterplan - accompanied as necessary by parameter plans in relation to layout, scale, appearance, access and landscaping - that accords with the overarching Area Action Plan Spatial Framework provided at Figure xx, including, where appropriate:
  - i. The provision of walking and cycling routes that integrate with existing and proposed networks within and outside of North East Cambridge Area Action Plan area;
  - ii. The delivery of a diverse network of connected and multifunctional open spaces and green links;
  - iii. The ability to connect and contribute to Area Action Plan-wide utilities and communications grids; and
  - iv. The setting aside of land for strategic and site-specific infrastructure provision.
- c. Through the masterplan, the application demonstrates how the proposal:
  - i. Contributes proportionally to the achievement of the vision and strategic objectives for North East Cambridge and the creation of place;
  - ii. Integrates, connects and complements successfully with the existing and proposed surrounding context, including areas beyond the boundary of North East Cambridge, ensuring a continuity in the establishment of a neighbourhood character and supporting the timely delivery and optimised approach to the phasing of development across North East Cambridge;
  - iii. Is landscape-led with respect to layout and access and design-led with respect to capacity, scale and form;
  - iv. Will achieve and secure the required modal shift in accordance with the North East Cambridge Transport Study and Policy 22: Managing motorised vehicles , including the management of vehicle numbers, movements, servicing and parking, including throughout the construction phase of delivering the masterplan;
  - v. Responds to the impacts of climate change;
  - vi. Contributes to biodiversity net gain;
  - vii. Successfully mitigates environmental constraints; and
  - viii. Where relevant, has regard to the existing site circumstances, including the existing character, neighbouring uses and constraints; implementing the Agent of Change principle to ensure the ongoing functioning and amenity of existing uses is not materially affected;
- d. The proposal accords with the relevant policies contained in this Area Action Plan or the adopted Local Plan(s);
- e. In instances where the infrastructure provision is to be phased, either strategic or site-specific, an approved phasing strategy is in place; and

## Why we are doing this

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

The above policy recognises that land within North East Cambridge is in various ownerships and use and that, while redevelopment of strategic sites is likely to come forward on a plot-by-plot basis, a site wide approach is required to provide an integrated, well laid out, comprehensive development whilst enabling, without constraint or prejudice, each parcel to be developed separately over time.

The uses to be included within a proposed development, and their arrangement and design within the site, need to be the subject of a comprehensive masterplan exercise, that has engaged neighbouring occupiers and other potentially impacted parties, to ensure the mix of uses proposed would be compatible with each other and those on adjoining sites, and that together they deliver on the strategic objectives for the North East Cambridge Area Action Plan.

A comprehensive masterplan approach to sites also provides a mechanism for effective early stakeholder and local community engagement, aiding in gaining community ownership of proposals and, crucially, ensuring phased delivery of development and infrastructure is properly coordinated, distributed and timed across individual parcels.

## Evidence supporting this policy

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Study (2019)
- Cultural Placemaking Strategy (2020)
- Spatial Framework
- Innovation District Paper (2020)
- North East Cambridge Typologies Study (2020)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records (2019-2020)
- National Planning Policy Framework (2019)
- MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places

## Monitoring indicators

- All strategic development sites within the Area Action Plan have approved masterplans.

## Policy links to the adopted Local Plans

### Cambridge Local Plan

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

### South Cambridgeshire Local Plan

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

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## 7.2 Land assembly and relocation

We have developed the layout of the Area Action Plan while being mindful of the existing land uses on the sites. In some places it is appropriate to keep these and incorporate or rehouse them in new development, but in many areas, to achieve the overall aims of the Area Action Plan, we need to redevelop sites with new uses. This policy sets out how the Councils will assemble land and will support other landowners and developers to do so, including when and how compulsory purchase powers may be used.

### What you told us previously

#### Relocation

- There were suggestions that the AAP relies on the relocation of the Waste Water Treatment Works and therefore cannot be delivered in accordance with a Masterplan without its relocation.
- There was clear support from Anglian Water for a relocation strategy that is clearly defined and clarified to ensure its operation as a sewerage undertaker can continue to serve customers during construction and post redevelopment.
- There were concerns from several on-site operators that their operations are incompatible with the indicative Concept Plan from a noise and air quality view unless an appropriate relocation site is found. There were suggestions that the Concept Plan should be amended to reflect remaining on site.
- Other on-site operations highlighted that a coordinated approach would need to consider a range of issues including the potential relocation of the existing industrial uses including Veolia and the builder's merchants and expressed concerns that alternative accommodation had not yet been identified.
- Others agreed with relocating existing industrial uses depending upon an Industrial Relocation Strategy that justifies viable options and sighted that the north-east site area is not a viable option.
- The Environment Agency highlighted that there hasn't been any substantive appraisal of the issues, options and impacts of relocating Waste Water Treatment Works. They consider the relocation is potentially highly significant, and features cumulative effects with other projects, such as Waterbeach New Town and propose that a SEA/SA should address this.
- Finally, there were other comments concerning the bus depot which is a constraint and needs suitable relocation as well as general support for a

relocation strategy which provides integration opportunities with existing communities.

### Land assembly

- There was support and objection again this approach with some stating that it will help ensure the delivery of comprehensive redevelopment in North East Cambridge and other suggesting that all matters should be achieved through discussion given there is strong shared ambition.
- There was still some concern that many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also then result in the closure of and loss of employment for local residents.
- The final question asked if land assembly is required where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning for development.
- There was some support and some objection regarding the use of Compulsory Purchase Powers to assemble land with some comments suggesting the Local Authority is not justified in this setting to use powers to purchase land they do not own and other suggesting that these powers will assist with delivering comprehensive development and that strategic opportunities should not be compromised by one or more parties that are unwilling to support the delivery of the North East Cambridge.

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

- In relation to land assembly the preferred option is to use Compulsory Purchase Powers if necessary to secure land for comprehensive development.
- There was support for this approach over other approaches that could lead to individual negotiations and piecemeal development coming forward.
- This approach would also lead to the aspirations of North East Cambridge as well as local residents not being met.
- The policy does not stipulate that Compulsory Purchase Powers will always be required and the Council will need to demonstrate other avenues of land assembly have been exhausted first.
- In relation to relocation of existing businesses the preferred option is for applicants to ensure they submit a business relocation strategy where existing businesses may be effected.

- This approach would also support concerns from operators such as Veolia and Stagecoach that finding suitable sites through this process is imperative for their future operations.
- An important element of this approach is phasing the redevelopment and relocation of existing premises to ensure there is minimal impact on operation and delay to the delivery of North East Cambridge.
- If a relocation strategy was not in place this could significantly delay development and undermine the aspirations of the Framework as well as the aims and objectives of the site.

### **Policy 24a: Land Assembly**

Where land assembly is necessary to deliver the Area Action Plan Spatial Framework for North East Cambridge and/or to achieve comprehensive development in accordance with Policy 1: A comprehensive approach at North East Cambridge, the council will assemble land and support other landowners and developers to do so. Policy 1: A comprehensive approach at North East Cambridge

The Councils will use compulsory purchase powers to assemble land where it can be demonstrated that:

- a) land assembly is the only means of achieving delivery of the Area Action Plan Spatial Framework; and
- b) comprehensive redevelopment of the assembled land is in the public interest and capable of delivering a viable and development plan compliant scheme; and
- c) all reasonable attempts have been made to acquire, or secure an option over, the land/building(s) needed, through negotiation; and
- d) All other elements of policy and legislative requirements for the exercise of powers of compulsory acquisition are met.

Where compulsory purchase is necessary, applicants will be required to demonstrate how the associated costs impact upon development viability.

### **Policy 24b: Relocation**

The Councils will support the relocation of existing floorspace and uses that are incompatible with the delivery of the spatial strategy and/or the optimisation of development.

Where relocation is proposed applicants for planning permission will need to

submit a Relocation Strategy as part of their Planning Statement that details:

- a) An assessment of the compatibility and potential for co-location of the existing floorspace and use(s) within the proposed redevelopment of the site, including the consideration of different designs and layouts; how the phasing of redevelopment might support on-site retention; the implications of access or servicing requirements; the ability to achieve acceptable environmental conditions relevant to the different land uses proposed; and implications for scheme deliverability, such as land-take, rents levels and lease arrangements, or operational requirements; and
- b) Engagement with affected businesses or occupiers; and
- c) The consideration and analysis of the following sequential approach to re-provision:
  - a. On-site as part of any new development
  - b. To a suitable and deliverable site elsewhere within the North East Cambridge Area Action Plan area
  - c. To a suitable and deliverable site outside of the North East Cambridge Area Action Plan area

### Why we are doing this

Relevant objectives: 2, 3, 5

The Area Action Plan Spatial Framework for North East Cambridge illustrates the strategic interventions required to deliver the new connections, layout and distribution of development and spaces planned for the area. Where appropriate, this has had regard to existing and proposed strategic connections, and to existing development & uses, including the policy status, lease arrangements and/or importance of these to the wider functioning of the city.

However, in certain places, the new spatial strategy for North East Cambridge is at odds with what is currently provided on the ground. It will therefore be necessary to assemble land and/or to relocate existing buildings and/or their use to accommodate the new spatial layout and to optimise the development potential of sites. Uses compatible with new proposed development should be retained and incorporated as part of the redevelopment of an existing site or relocated to a more suitable site within North East Cambridge. This includes industrial uses and floorspace in accordance with Policy 12b: Industry. Incompatible uses will need to be relocated to suitable and available locations outside of the Area Action Plan area.

A comprehensive approach to development, in accordance with Policy Area Action Plan1, will often be in the public interest within the North East Cambridge Area Action Plan area. Without positive intervention, in the form of land assembly or



relocations, the constraints posed by site boundaries, neighbouring development or uses, incremental development, and above & below-ground services all have potentially limiting consequences for the achievement of the spatial plan and, therein, the scale, layout and viability of proposed development. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, or the proper planning of development (in terms of layout, design, use etc) and the ability of development to support the provision of strategic infrastructure and deliver upon the strategic Area Action Plan objectives.

### **Evidence supporting this policy**

- Spatial Framework
- Innovation District Paper (2020)
- North East Cambridge Typologies Study (2020)
- National Planning Policy Framework (2019)
- Employment Land Review (2019)
- Cambridge Northern Fringe Employment Sector Profile (2014)
- Cambridge Northern Fringe Employment Options Study (2014)
- Cambridge and Peterborough Independent Economic Review (2018)
- Skills, Training and Employment Topic Paper (2020)

### **Monitoring indicators**

Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).

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

#### Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 41: Protection of business space
- Policy 56: Creating successful places

#### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station

- Policy E/14: Loss of employment land to non employment uses

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## 7.3 Environmental protection

Development must be planned and designed in consideration of environmental impacts including land contamination, noise / vibration, artificial lighting and air quality including odours. This policy describes how we expect proposals to improve and mitigate the environmental impacts of development, improving overall health and wellbeing considerations for future and existing communities alike.

### What you told us previously

- You raised several concerns regarding environmental health impacts from existing business activity on the site and what this could mean to health and wellbeing in terms of noise, air quality and odour. Further concerns relating to business activity were expressed by Veolia Water as it was highlighted that their operations are incompatible with the indicative Concept Plan due to noise and air quality considerations, unless an appropriate relocation site is found and suggested that the Concept Plan should reflect this.
- You suggested that commercial and business development should be located in close proximity to Cambridge North Station to negate the need to locate residential there as this would have a detrimental impact on noise.
- Most of the concerns you raised were related to impacts from traffic including the A14 on air quality and noise levels and the lack of information about the broader composition of site areas and environmental constraints including the intensification of employment space and numbers, car parking, mixes of uses, open space including noise and air quality contributors. Along with this there was a request to look at noise barrier mitigation.
- You substantially supported the redevelopment of the area around Nuffield Road to mixed uses, to ensure less heavy industrial traffic uses including freight traffic in the area which will improve the environment in existing communities, including Shirley School.
- You raised concerns that development wasn't fronting walking and cycling networks which would ensure low car use and minimise noise, and suggested that Milton Road could be redesigned to accommodate this.
- You made comments in relation to odour and its impact from the Waste Recycling Centre as well as the relocation of the Waste Water Treatment Works. There was acknowledgement that further analysis should be undertaken to identify the potential risk of odour from the Waste Water Treatment Works and the acceptability of different types of development.

- A few comments were made in relation to water contamination. The Environment Agency placed great importance on addressing contamination at the implementation stage. It was also pointed out that the Waste Recycling Station relocation has yet to be identified and that contamination needs to be considered as part of any relocation.

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

- The proposed policy places great emphasis on development proposals addressing cumulative Environmental Health impacts to ensure amenity, health and quality of life for new residents and business are not compromised.
- The second paragraph of the policy address the requirements that sensitive development such as residential area needs to be appropriate for its location. The policy also identified that conditions or obligations will be used to require appropriate design elements to the proposal in order to mitigate noise and pollutants from the site.
- The policy obligates development proposals to be accompanied by an appropriate environmental impact assessments to ensure environmental health considerations are either considered in isolation or cumulatively and appropriate mitigation identified.
- The policy supports the proposition that a noise barrier should be assessed and identified as the most effective way of mitigating noise from the A14.
- The preferred option also recommends the inclusion of a policy to safeguard existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.
- The policy emphasis that new sensitive development should be located in areas where it can coexist with existing used and not prejudice their operation. This policy will ensure that any existing business within NECAAP that is to be relocated in the later phases of the plan will not be compromised by new development.
- Finally the policy highlights the importance of early pre application discussion with the LPA to determine individual impact assessment that will be required as part of the development proposals

### **Policy 25: Environmental Protection**

Development at North East Cambridge will be expected to take full account of all environmental conditions to ensure that the future health, quality of life, amenity

and the natural environment are fully considered and effective mitigation and remediation plans are in place that understand individual and cumulative impacts, timing and phasing, and current and future uses.

As a minimum, prior to commencement of development a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed.

Development will be permitted where it can be demonstrated that:

- a. It is appropriate for its location and shall contribute to creating healthy internal and external living environments through preventing unacceptable risks and adverse / negative impacts on health and quality of life / amenity and the wider environment from matters such as land contamination, noise and vibration, artificial lighting and air quality (including odours), from the local road and rail network and existing and future industrial, commercial and business type uses.
- b. Opportunities are taken, where possible, to enhance and improve local environmental conditions such as noise pollution and air quality.
- c. Noise and air quality constraints identified on the NEC site are used to help shape the Spatial Framework and deliver the principles of good acoustic design.
- d. Potential adverse environmental effects that may impact upon a development such as noise (including industrial and transport sources), air quality pollutants (such as particulate matter, nitrous oxides, dust and odour) and land contamination, are appropriately assessed and that good environmental design and mitigation measures are used to ensure that either in isolation, in combination or cumulatively, environmental effects are understood and resolved.
- e. New sensitive uses shall be integrated effectively with existing and future businesses so as not to prejudice their operation.
- f. Unreasonable restrictions are not placed on existing businesses, operations, and facilities, even on a temporary basis, as a result of new development.
- g. Mixed uses are located to complement rather than conflict with neighbouring uses in terms of environmental protection impacts.
- h. Areas of public open space and recreational / play spaces are suitable for their intended use and are not located in areas where the risk to health or amenity from contaminated land, environmental noise or air quality is

unacceptable.

- i. The noise barrier along the A14 is effectively assessed and integrated into the overall masterplan and resolves landscape, heritage, ecology and visual impacts.

Relevant objectives: 1, 4, 5

### **Policy Justification / Why we are doing this**

Applicants should engage in pre-application discussions with the Greater Cambridge Shared Planning Service, to determine the individual submission requirements for impact assessments as required. The LPA will consider the use of planning conditions or obligations to require the provision of appropriate design measures and controls to mitigate and reduce to minimum adverse environmental impacts. Planning obligations may assist in mitigating the impact of unacceptable levels of risk from pollutants and development to make it acceptable in planning terms.

The interrelationship, integration with and overlap of environmental protection with other policy / topic themes and requirements should be considered and cross referenced, such as climate change and sustainable transport.

### **Land Contamination**

Due to a long history of industrial uses, activities and processes on site and given the sensitive nature of future proposed residential development, including external amenity / recreational spaces, as a minimum, prior to commencement of development a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed. The study shall include coverage of soil and controlled water contamination and consideration of relevant environmental, geological, hydrogeological site history information specific to the site, a review of previous contaminated land reports, GIS information and a preliminary Qualitative Contaminated Land Risk Assessment with Conceptual Site Models and Source-Pathway-Receptor analyses in accordance with British Standards.

The Phase 1 study shall inform the scope and phasing as appropriate of future Contaminated Land Phase 2 - intrusive site investigations and the understanding of the need for future site remediation requirements for development, following detailed options appraisals as part of a Phase 3 Remediation Strategy / Scheme following appropriate quantitative risk assessment (QRA) and options appraisal (OA).

Given the dated contamination testing results and uncertain / poor site coverage of past investigations, an intrusive ground investigation is likely to be required to reduce

uncertainty and to inform future remediation options to current remediation standards.

## **Noise**

The A14 traffic noise has widespread prevalent adverse impacts across a significant proportion of the development site. It is likely that a strategic site environmental noise barrier close to the A14 will be the most effective option to mitigate and reduce to a minimum adverse noise both internally and externally.

Site specific noise sources that will require assessment and consideration include Transport (the A14 and Milton Road traffic noise, the Cambridge to Ely / King's Lynn railway line and the Cambridge Guided Busway and future internal streets / and haul roads) and Industrial (existing industrial type uses that may remain and coexist including safeguarded minerals and waste uses such as the minerals railhead, Cambridge North Station, Cambridge Water Recycling Centre (CWRC) and any future proposed).

The future daytime and night-time noise environment of the site will be dominated by road traffic noise from the A14 and Milton Road. The Cambridge to Ely / King's Lynn railway line and the Cambridge Guided Busway will have more of a limited localised impact immediately adjacent to these sources

For transport noise sources, the noise risk across the site varies from between low-medium within the centre of the site and to medium to high in areas close to the A14 and Milton Road.

As part of future development proposals there will be a need for detailed noise impact assessments of all relevant noise sources as appropriate, and consideration of inherent good acoustic design to ensure noise does not give rise to unacceptable adverse impacts on health and quality of life / amenity and ensure satisfactory internal and external residential living conditions are achievable.

## **Air Quality**

The A14 makes up the Northern boundary of the site, is a major trunk road and forms part of Highways England's Strategic Road Network and Milton Road runs through the middle of the site. Both sources have high traffic volumes which have an impact on local air quality.

NEC is not located within an Air Quality Management Area (AQMA). The nearest AQMA to the site is the 'SCDC AQMA No.1 to the west and Cambridge City's AQMA in the City centre.

The NEC site will introduce new relevant sensitive receptors such as residential into the area and therefore create new areas where national air quality objectives would be relevant / applicable and therefore air quality assessments will be required.

The construction of new high density mixed use development as proposed also has the potential to generate additional emissions to air that may affect receptors located in the surrounding areas outside the NEC site and may have an impact on local AQMAs. This could lead to deterioration in air quality for these receptors.

Onsite energy facilities, providing power, heat or both have the potential to produce emissions that could lead to a deterioration in local air quality or have an adverse impact on proposed sensitive development.

Further assessment should be carried out at the detailed planning application stage. It is also recommended that detailed air quality atmospheric dispersion modelling is undertaken at the detailed planning application stage, to quantify air quality concentrations at proposed receptor locations and at relevant existing receptors off site.

The combination of monitoring and modelling would determine the minimum distance at which new receptors could be placed relative to the road sources of air pollution.

### **Odour & Dust**

Any new development which may coexist with existing sources of odour and dust such as the Cambridge Water Recycling Centre a safeguarded Waste Water Treatment Works, safeguarded minerals / waste sites and other industrial, commercial or business uses in the area will require an odour and dust impact assessments to ensure no unacceptable adverse impact arise on health and quality of life / amenity, internally and externally.

Any odour impact assessment must consider existing odour emissions from odour sources at different times of the year and in a range of different weather conditions and detailed odour dispersal modelling may be required. Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of existing sources of odour and dust that may coexist.

### **Artificial Light Pollution**

Any development that has the potential to be adversely affected by existing artificial lighting levels for example associated with Cambridge North Station, street lighting and other existing premises, will require a lighting impact assessment and consideration of mitigation to limit the impact on local quality of life / amenity and biodiversity..



## Why we are doing this

Relevant objectives: 1, 4, 5

Applicants should engage in pre-application discussions with the Greater Cambridge Shared Planning Service, to determine the individual submission requirements for impact assessments as required. The LPA will consider the use of planning conditions or obligations to require the provision of appropriate design measures and controls to mitigate and reduce to minimum adverse environmental impacts. Planning obligations may assist in mitigating the impact of unacceptable levels of risk from pollutants and development to make it acceptable in planning terms.

The interrelationship, integration with and overlap of environmental protection with other policy / topic themes and requirements should be considered and cross referenced, such as climate change and sustainable transport.

### Land Contamination

Due to a long history of industrial activities and processes on site and given the sensitive nature of future proposed residential development, including external amenity / recreational spaces, as a minimum, prior to commencement of development a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed.

The study shall include coverage of soil and controlled water contamination and consideration of relevant environmental, geological, hydrogeological site history information specific to the site, a review of previous contaminated land reports, GIS information and a preliminary Qualitative Contaminated Land Risk Assessment with Conceptual Site Models and Source-Pathway-Receptor analyses in accordance with British Standards.

The Phase 1 study shall inform the scope and phasing as appropriate of future Contaminated Land Phase 2 - intrusive site investigations and the understanding of the need for future site remediation requirements for development, following detailed options appraisals as part of a Phase 3 Remediation Strategy / Scheme following appropriate quantitative risk assessment (QRA) and options appraisal (OA).

Given the dated contamination testing results and uncertain / poor site coverage of past investigations, an intrusive ground investigation is likely to be required to reduce uncertainty and to inform future remediation options to current remediation standards.

### Noise

The A14 traffic noise has widespread prevalent adverse impacts across a significant proportion of the development site. It is likely that a strategic site environmental noise barrier close to the A14 will be the most effective option to mitigate and reduce to a minimum adverse noise both internally and externally.

Site specific noise sources that will require assessment and consideration include Transport (the A14 and Milton Road traffic noise, the Cambridge to Ely / Kings Lynn railway line and the Cambridge Guided Busway and future internal streets /and haul roads) and Industrial (existing industrial type uses that may remain and coexist including safeguarded minerals and waste uses such as the minerals railhead, Cambridge North Station, Cambridge Water Recycling Centre (CWRC) and any future proposed).

The future daytime and night-time noise environment of the site will be dominated by road traffic noise from the A14 and Milton Road. The Cambridge to Ely / Kings Lynn railway line and the Cambridge Guided Busway will have more of a limited localised impact immediately adjacent to these sources

For transport noise sources, the noise risk across the site varies from between low-medium within the centre of the site and to medium to high in areas close to the A14 and Milton Road.

As part of future development proposals there will be a need for detailed noise impact assessments of all relevant noise sources as appropriate, and consideration of inherent good acoustic design to ensure noise does not give rise to unacceptable adverse impacts on health and quality of life / amenity and ensure satisfactory internal and external residential living conditions are achievable.

### **Air Quality**

The A14 makes up the Northern boundary of the site, is a major trunk road and forms part of Highways England's Strategic Road Network and Milton Road runs through the middle of the site. Both sources have high traffic volumes which have an impact on local air quality.

NEC is not located within an Air Quality Management Area (AQMA). The nearest AQMA to the site is the 'South Cambridgeshire District Council AQMA No.1 to the west and Cambridge City's AQMA in the City centre.

The NEC site will introduce new relevant sensitive receptors such as residential into the area and therefore create new areas where national air quality objectives would be relevant / applicable and therefore air quality assessments will be required.

The construction of new higher density mixed use development as proposed also has the potential to generate additional emissions to air that may affect receptors located in the surrounding areas outside the NEC site and may have an impact on local AQMAs. This could lead to deterioration in air quality for these receptors.

Onsite energy facilities, providing power, heat or both have the potential to produce emissions that could lead to a deterioration in local air quality or have an adverse impact on proposed sensitive development.

Further assessment should be carried out at the detailed planning application stage. It is also recommended that detailed air quality atmospheric dispersion modelling is undertaken at the detailed planning application stage, to quantify air quality concentrations at proposed receptor locations and at relevant existing receptors off site.

The combination of monitoring and modelling would determine the minimum distance at which new receptors could be placed relative to the road sources of air pollution.

### **Odour & Dust**

Any new development which may coexist with existing sources of odour and dust such as the Cambridge Water Recycling Centre a safeguarded Waste Water Treatment Works, safeguarded minerals / waste sites and other industrial, commercial or business uses in the area will require an odour and dust impact assessments to ensure no unacceptable adverse impact arise on health and quality of life / amenity, internally and externally.

Any odour impact assessment must consider existing odour emissions from odour sources at different times of the year and in a range of different weather conditions and detailed odour dispersal modelling may be required.

Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of existing sources of odour and dust that may coexist.

### **Artificial Light Pollution**

Any development that has the potential to be adversely affected by existing artificial lighting levels for example associated with Cambridge North Station, street lighting and other existing premises, will require a lighting impact assessment and consideration of mitigation to limit the impact on local quality of life / amenity and biodiversity.

### **Evidence supporting this policy**

- Habitat Survey and Biodiversity Enhancement Plan – North East Cambridge Biodiversity Assessment (2020)
- Typologies Study (2020)
- Health and Well Being Topic Paper (2020)

### **Monitoring indicators**

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

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

#### Cambridge Local Plan

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

#### South Cambridgeshire Local Plan

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

## 7.4 Aggregates and waste sites

*Figure 39: Map showing location of aggregates and waste sites within the Area Action Plan boundary*

The Area Action Plan area includes an important aggregates railhead and a waste transfer station. The aggregates railhead is of strategic importance and also provides the potential to minimise the movement of construction materials and waste by road. Our preferred approach is to retain the aggregates railhead and to relocate the waste transfer station off-site. This policy sets out how this should be achieved and the implications for development on and around these sites.

### What you told us previously

- You commented that the aggregates railhead and waste transfer station should be safeguarded, and some said that the aggregates railhead should be retained for future needs.
- One comment noted that mineral railheads enable the objectives to meet the strategic needs of Greater Cambridge, specifically as a result of its proximity to rail.
- You made comments on the impact of Waste Transfer Station on development, and that further analysis should be undertaken to identify the potential risks and the acceptability of different types of development relating to it. It was acknowledged that the Waste Transfer Station relocation has yet to be identified and that land contamination needs to be considered as part of any relocation.

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

- In line with your comments, the proposed policy retains the Cambridge North East Aggregates Railheads in its current location. In order to minimise the impact of HGVs on the District Centre, it is proposed to re-align the road access to the site as defined in Policy 20. Nevertheless, if the site can be relocated off-site or it is considered by the Minerals and Waste Authority for the area that the site is no longer required, then the policy sets out a preferred alternative use for the site.
- The policy in combination with the Spatial Framework and other supporting policies and diagrams, identifies that the Waste Transfer Station is an incompatible use within its current location and that it should be relocated off-site through engagement and collaboration with the local Minerals and Waste Authority.

## Policy 26: Aggregates and waste sites

The continued existence of an aggregates railhead at North East Cambridge is supported due to its contribution to Greater Cambridge's strategic economy. This is subject to it meeting all of the mitigation requirements for noise, odour, and air quality as identified in Policy 25: Environmental Protection. Residential and commercial development will only be acceptable if the site can be relocated off-site, subject to meeting the requirements of the Minerals and Waste Local Plan, or a future Minerals and Waste Local Plan removes the safeguarding policy related to this site.

The safeguarded Veolia Waste Transfer Station should be relocated off-site. This would need to be undertaken in collaboration with the Minerals and Waste Authority and is a pre-requisite to future sensitive development coming forward on surrounding plots.

The only acceptable uses adjacent to the existing aggregates railhead will be light industrial (B2) and logistics and distribution (B8). Proposals for residential uses should not be adjacent aggregates yard as it is unlikely that satisfactory design mitigation can be achieved to protect residential amenity alongside the operational requirements of the aggregates railhead. Any residential proposal in Cowley Road Industrial Estate and Chesterton Sidings, as designated in the spatial framework will need to demonstrate how it is buffered from the negative impacts of the aggregates railhead.

### Why we are doing this

Relevant Objectives: 3

The Cambridge North East Aggregates Railheads at North East Cambridge is of strategic importance to Greater Cambridge's economy providing an important source of building materials for the wider area. The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designates a safeguarding area for the aggregates yard at Chesterton Sidings. It is proposed that this site is continued to be safeguarded in the emerging Minerals and Waste Local Plan (2020). A large number of businesses use the facility for importing aggregate via the railway, to then be used in construction and road maintenance across the wider Cambridge area. Given the aggregates facility connection to the railhead, there is potential to minimise the movement of construction materials and waste by road.

The Veolia Waste Transfer Station is located within the Cowley Road Industrial Estate. This site is also safeguarded by the existing and proposed Minerals and Waste plans. However, the site lies at a key intersection on the Area Action Plan Spatial Framework.

The safeguarding of the Cambridge North East Aggregates Railheads at North East Cambridge as an important factor in retaining the reliable supply of construction materials to support continued good growth across Greater Cambridge.

The creation of a buffer around the 'bad neighbour' will protect residential amenity. The buffer will be a combination of light industrial uses and commercial uses.

There has been a long-term ambition to relocate the Cambridge North East Aggregates Railheads from North East Cambridge. Whilst this policy and Area Action Plan Spatial Framework do not seek to relocate this use off-site, it also sets a clear preference for residential and employment floorspace to be delivered on the site should the site become available for development during the plan period.

The Veolia Waste Transfer Station, due to its location and environmental pollutants as well as hours of operation, is incompatible with the Vision of the Area Action Plan, the Area Action Plan Spatial Framework and direction of travel set out in this plan. Therefore, the Councils will work with the Minerals and Waste Authority and relevant landowners in securing a suitable off-site relocation of this site.

The Cambridge Waste Water Treatment Plant is also a safeguarded use within the Minerals and Waste Plan. The adoption of the Area Action Plan is predicated on it being possible, through separate planning processes, to relocate this facility to another site and freeing up the land for redevelopment.

### **Evidence supporting this policy**

- Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)
- Employment Land Review (2019)
- Anti-poverty Topic Paper (2020)

### **Monitoring indicators**

- Off-site relocation of Veolia Waste Transfer Station

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

Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011)

- Policy CS23
- Site Specific Proposals Plan (2012)

## 7.5 Planning contributions

Planning contributions are financial or in-kind contributions from developers, which help to provide affordable housing, employment opportunities and infrastructure, and to mitigate negative impacts, in a timely manner alongside development. The mechanism for planning contributions for the North East Cambridge Area Action Plan will be from those set out in Cambridge City Council and South Cambridgeshire District Council's Local Plans because the site is located in both authorities, and because the site needs a significant level of infrastructure investment. This policy sets out how this process will work.

### What you told us previously

- You generally acknowledged and supported the reasonable need for developer contributions to help achieve the infrastructure that supported the full functioning of the site. It was not clear from the comments what a preferred approach to delivering this would be, whether it would be via S106 or an alternative.
- Given the particularities of the site, most comments seemed to support in principle a strategic site wide approach. Comments mentioned that strategic approach could enable equitable contributions across different developers.
- One comment mentioned that it was important for benefits to also contribute to those outside of the site.
- Your comments made it clear that to achieve good growth principles, and the walking and cycling aims of the site, that these developer contributions would be key.

### How your comments and options have been considered

- This policy responds to comments by developing a robust mechanism that ensures new development mitigates against their negative impact and contributes to neighbourhood-wide infrastructure. These contributions are sought in a coherent manner to prioritise infrastructure that supports good growth.

### Policy 27: Planning Contributions

- |  |
|--|
| <ul style="list-style-type: none"><li>A. The Councils will seek appropriate planning contributions on a scheme-by-scheme to:<ul style="list-style-type: none"><li>i. finance the early delivery of major strategic infrastructure established upfront by the Councils, such as a noise barrier for the A14 or highway network, road and rail crossings, digital infrastructure such as low-power</li></ul></li></ul> |
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wide-area network, and open space;

- ii. secure the provision of affordable housing in relation to residential development schemes, employment opportunities, and to ensure development proposals provide or fund new or enhanced strategic infrastructure and improvements as set out in the North East Cambridge Infrastructure Delivery Plan;
- iii. mitigate site specific impacts made necessary by the proposal.

It is expected that applicants engage in pre-application discussions with the shared planning service to agree draft S106 Heads of Terms that will be submitted with each application.

### **Viability**

- A. Where an applicant raises concerns with development viability, the onus is on the applicant to provide clear evidence of the specific site circumstances. Viability concerns should be raised at the pre-application stage.

Where viability considerations are accepted, the Councils will determine the balance of obligations and will secure (through planning obligations) review and, where appropriate, clawback mechanisms.

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

Relevant Objectives: 1, 2, 3, 4

Planning contributions from developments will be secured to ensure infrastructure including the delivery of transport mitigation if required, is delivered in a timely manner to enable the establishment of the new district at North East Cambridge. Developer contributions will assist in providing the required infrastructure to deliver the growth aspirations for North East Cambridge and ensuring negative impacts from development proposals are mitigated.

The mechanism for planning contributions for North East Cambridge Area Action Plan differs from those set out in Cambridge City Council and South Cambridgeshire District Council's local plans due to the sites location across both authorities, and because of the significant on-site infrastructure investment required to deliver the proposed development. on site.

Developer contributions towards infrastructure will be key in overcoming the significant challenges in delivering the site in line with the Area Action Plan's good growth ambitions and ensuring that development is viable. For example, the area's significant transport challenges require a level of investment in sustainable travel infrastructure to ensure that the trip budget can be met. Equally, development will

need to contribute to the mitigation of human health constraints such as noise, air quality and land contamination prior to development coming forward, all of which are shared issues across the plan area.

The Area Action Plan brings together within a single document both authorities' policies relating to planning contributions in North East Cambridge. It sets out the affordable housing requirement that will apply to new residential development. It also sets out how planning obligations will be secured for the provision or improvement of infrastructure, including open space, education, transport and public realm infrastructure.

The affordable housing and planning contributions requirements set out within the Area Action Plan will be consistent with those at South Cambridgeshire District Council and Cambridge City Council, ensuring there is clarity in development viability.

The plan has to ensure its deliverability given the significant site wide infrastructure requirements therefore, the Councils will seek to establish strategic infrastructure upfront. Contribution for this initial financing will be sought through an equitable apportionment costs mechanism through the plan period.

Developer contributions will also be sought to deliver affordable housing and mitigate the impacts of development. This will ensure that the Area Action Plan can secure and deliver high quality sustainable development that accords with North East Cambridge's good growth ambitions.

### **Evidence supporting this policy**

- Viability assessment - forthcoming
- Infrastructure delivery plan – forthcoming
- Health and Well Being Topic Paper
- Skills, Training and Employment Topic Paper
- Community Safety Topic Paper
- Anti-Poverty Topic Paper
- Smart Infrastructure Topic Papers
- Internalisation Topic Paper

### **Monitoring indicators**

- Investment and timely provision of infrastructure and community facilities alongside new development.
- Progress and development on strategic site allocations
- Affordable dwellings permitted as a percentage of all dwellings permitted on sites where the policy requiring affordable dwellings applies

## Policy links to adopted Local Plans

### Cambridge Local Plan

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

### South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy TI/8: Infrastructure and New Developments
- Policy H/10: Affordable Housing
- Policy E/14: Loss of Employment Land to Non Employment Uses Policy
- Policy E/22: Applications for New Retail Development

DRAFT

## 7.6 Meanwhile uses

Developing North East Cambridge will be phased over a number of years and we want to make sure that a sense of place and community is developed from the start. Temporary 'meanwhile' projects which create community services, small-scale business and retail spaces and public realm can achieve this, supporting local skills development and entrepreneurship, and meeting short-term gaps in the delivery of permanent community infrastructure.

This policy sets out how temporary planning permission may be used to encourage meanwhile uses that contribute to the vibrancy and wider vision for the area.

### What you told us previously

- You supported for taking a positive, innovative and flexible approach, enabling a balanced mix of uses to provide the early foundations for the city district where they would add vibrancy.
- You suggested that there should be no limitations on the scale of uses as this would be contrary to their purpose and could stifle innovation and creativity, or their timescale which will be dependent upon the timescales of permanent development and a reasonable period of occupation may be needed to recoup investment.
- You commented that meanwhile uses should be compatible with surrounding uses, including the Waste Water Treatment Plant (depending on timing for its relocation).

### How your comments have been taken into account

- Reflecting your comments, the proposed policy for meanwhile uses provides flexibility for innovative solutions to be delivered in a timely manner. This will help establish behaviour and trip patterns from the outset and ensure the city district is a vibrant and attractive place for new occupants.
- The policy wording seeks to ensure that meanwhile uses are coordinated and compatible with surrounding uses and would not prevent development land from being brought forward.

### Policy 28 – Meanwhile uses

Within North East Cambridge temporary consent will be granted for “meanwhile” uses to enable the delivery of services and facilities, including shops, bars, cafes, retail, work units such as office start-ups, health, charities, nurseries and community centres and spaces, on sites which are not expected to come forward in the short-term.

Such uses should be provided in a flexible and coordinated way and demonstrate how they contribute to the vibrancy of the immediate area and support the delivery outcomes and vision set out in this Area Action Plan.

Temporary planning permissions in buildings that would otherwise remain empty or underused will be permitted, on a temporary basis where the temporary use meets the day-to-day needs of the local community, subject to any relevant amenity issues. Time limited conditions should be used, linked to the opening of new centre units.

### Why we are doing this

Relevant Objective: 1, 2, 4, 5

Comprehensive regeneration of North East Cambridge to create a new city district will be phased over a number of years and it is not always possible or feasible to put permanent structures and/or uses in place from the outset. Providing temporary “meanwhile”<sup>12</sup> spaces, buildings and uses during the initial stages of the development can help provide opportunities for active uses throughout the redevelopment and to ensure that the new residents do not need to travel far to meet their day to day needs and avoid unsustainable patterns of movement taking hold.

These uses can be located in existing vacant spaces, buildings or temporary structures (often with cheaper rents for the occupiers) whilst the development is built-out and later replaced with a permanent facility. This also has the benefit of acting as a prototype for the character of this new city district, ensuring early understanding of it as a place, enhancing the attractiveness to potential future tenants, and businesses may flourish helping to provide readymade tenants that can migrate into permanent space.

Applications that keep suitable existing spaces and buildings in active use in the short-term will be supported. New facilities including shops, bars, cafes, retail, work units such as office start-ups, health, charities, nurseries and community centres and spaces, should be provided in flexible spaces which are adaptable, and consideration should be given to co-locating uses to generate vibrant spaces. The duration of any consent is intended to bridge the gap until permanent uses can be developed and will vary according to the individual circumstances and use.

Such uses should ensure that they have no negative impacts on residential amenity or the immediate area and that they continue to complement the vibrancy and distinctiveness of the neighbourhood. Meanwhile uses will not be permitted where it would prevent development from being brought forward in a timely fashion.

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<sup>12</sup> “Meanwhile” use is a catch-all title adopted in recent years to describe a diverse range of pop-up cafés, shops and temporary uses of empty property and land awaiting longer-term development.

Consideration should be given to how meanwhile uses transition to new permanent sites within the Area Action Plan area as they become available to ensure their continuity.

### **Evidence supporting this policy**

- Health and Well Being Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)
- Community and Cultural Facilities Audit (2020)
- Cultural Placemaking Strategy (2020)
- Creative Workspace Study (2020)

### **Monitoring indicators**

Numbers of different land uses permitted

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

South Cambridgeshire Local Plan (2018): <https://www.scambs.gov.uk/localplan2018>

Policy SC/4: Meeting Community Needs

## 7.7 Employment and training

Employment, skills and training within the construction and operation of new developments provide a range of job opportunities for local residents. Many of the areas surrounding the Area Action Plan area experience high levels of deprivation and it is essential that new development contributes to reducing these inequalities. This policy sets out how development can and should create meaningful employment and training opportunities for existing residents during both the construction and operational phases of the development.

### What you told us previously

- You commented that development should create employment opportunities for local residents in and around the site.
- You commented that the development process should be seen as an opportunity to encourage education and training in conjunction with local academies and colleges. This could include apprenticeships, work experience placements and employment opportunities for students attending these establishments.

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

- This policy evidences the need and requirement to provide employment and training opportunities for local residents as part of the development, construction and end-use phases of the Area Action Plan's delivery.

### Policy 29 - Employment and Training

All development within North East Cambridge will seek to provide a mix of employment opportunities in order to support local residents and the Greater Cambridge economy. This will be achieved through:

- a) Increasing opportunities for training and employment by developers contributing to a range of employment, skills and training initiatives. This will be secured through Section 106 agreements sought during the construction stage of development ensuring local residents have access to new job opportunities. In the operational stage developers should provide an Employment and Skills Plan (ESP) to demonstrate their commitment to responsibly deliver skills and training to new employees in new job roles within North East Cambridge.
- b) Reducing the skills gap by providing local residents access to a range of employment opportunities. Developers should seek to employ a skilled local workforce such as local contractors, apprentices and trainees.
- c) Responding to future employment needs by encouraging developers to

work with local academies, colleges and educational facilities, such as Cambridge Regional College, to provide training and apprenticeships throughout the delivery of the development.

Development proposals will be required to demonstrate how opportunities arising from the scheme will be made accessible to local residents, particularly those in existing communities bordering the site and to priority groups. All development should consider the creation of meaningful employment and training opportunities for existing residents during both the construction and operational phases of the development.

### Why we are doing this

Relevant objectives: 3, 5

Greater Cambridge is recognised as having one of the fastest growing economies in the UK and delivers large numbers of employment opportunities across a range of sectors. It is envisaged that North East Cambridge will play a significant role in meeting future employment needs of the Greater Cambridge area. Currently home to a range of business uses, including low density industrial and manufacturing uses, serviced office accommodation and the science and technology-based industries of Cambridge Science Park and St John's Innovation Park, proposals for the site include the intensification of these business uses, the provision additional business and multi-use floorspace (see Policy 6: Business and Policy 7: Industry). As such the North East Cambridge area will continue to provide short and longer- term opportunities for a workforce with a range of skills to be employed during the construction phases of development and beyond.

The areas adjoining the North East Cambridge area are largely residential. To the east of the railway line, there is an established Gypsy and Traveller community, whilst to the south the predominantly residential wards of King's Hedges and East Chesterton both fall within the twenty most deprived wards in Cambridgeshire in terms of indices of multiple deprivation.

It is essential the proposed development at North East Cambridge seeks to contribute towards reducing such inequalities by securing training and employment opportunities for unemployed and underemployed residents in these neighbouring areas. This economic growth, and the planned housing development, provides an opportunity to benefit local residents through support for skills development, vocational training, apprenticeships and similar employment training programmes. These programmes are of particular benefit to those residents within the local area experiencing economic and social deprivation. Provision for these schemes will therefore be sought in Planning Obligations for all major development within North East Cambridge.



This will be part of a broader anti-poverty strategy to improve skills and opportunities for local people in the wider area.

Developers should proactively support local employment opportunities ensuring that skills, training and employment is not only provided but taken-up by a local workforce in both the construction and end-use phase and utilise existing and new private/public funding opportunities to develop new initiatives where possible. This will enable residents to secure skilled-based employment locally and provide apprenticeships to those who wish to attain qualifications that will allow them to progress in their careers.

The promotion of links to local educational facilities will also increase access to apprenticeships and training, ultimately reducing the skills gap and increasing employment in the area. A key outcome from this will be a more highly skilled workforce, not only enhancing social inclusion but encouraging good growth within the area. Reducing the skills gap will bring wider benefits such as reducing economic and social disparities and improving the connection between education and innovation.

During the construction phase developers would be expected to deliver an agreed employment and training target for apprentices and trainees along with notification of all vacancies on site which includes all opportunities with contractors and subcontractors. For both the construction and end use phases the developer should be committed to working in partnership with the Councils and specifically the Economic Development Team to produce an Employment and Skills Plan (ESP). The Councils will encourage the employment of a local workforce during the construction phase from the local area. In order to ensure access to skilled local labour is not a constraint to development delivery, the ESP should also set out measures of how the workforce could be sourced from the wider travel to work area if there is an evidenced shortage of local skilled labour.

### **Evidence supporting this policy**

- Skills, Training and Local Employment Topic Paper (2020)
- Anti-Poverty Topic Paper (2020)
- Education Topic Paper (2020)

### **Monitoring indicators**

- Developer contributions collected for skills and training (from S106)
- Number of Employment and Skills Plan secured through S106 agreements
- Developers should provide monitoring reports of implementation of their ESP
- Employment land take-up

- Working age population

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

#### Cambridge Local Plan

- Policy 2: Spatial strategy for the location of employment development
- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

#### South Cambridgeshire Local Plan

- Policy S/1: Vision
- Policy S/2: Objectives for the Local Plan
- Policy S/5: Provision of new jobs and homes
- Policy S/6: Cambridge Northern Fringe East and Cambridge North railway station
- Policy E/1: New employment provision near Cambridge – Cambridge Science Park

## 7.8 Digital infrastructure and open innovation

Smart development means using data gathering technologies in buildings and spaces to manage assets, resources and services efficiently. This has the potential to reduce energy and resource use and improve public services to accelerate the fulfilment of the Area Action Plan's good growth objectives. North East Cambridge provides an opportunity to embed smart thinking into a new neighbourhood from its inception and we want to ensure we do this openly, equitably and adaptably. This policy sets out our expectations for smart technology and open data provision and management.

### What you told us previously

- Your comments covered many aspects of the deployment of smart technologies on site. There was acknowledgement that the construction should ensure high quality buildings, that smart initiatives could be used to reduce impact on the highway network, and questions around how the Area Action Plan can help futureproof buildings and infrastructure.
- You mentioned that given North East Cambridge will have large employment in the innovation sector, so homes and supporting ancillary uses should integrate high quality technologies and collaborate with local businesses and education institutes to do this. These should help the form and fabric of construction, building services, and also establish sustainable energy generation and supply.
- You commented on the interplay between the highway network and technology, highlighting the potential importance of smart technology to help achieve the trip budget.
- An innovative centralised refuse collection was mentioned to help to reduce demand of service trips
- You suggested that deliveries should be consolidated given the growth of online shopping. Comments mentioned that delivery consolidation should be based on understanding the needs of residents and businesses and could be facilitated by a rail freight terminal accessed on Cowley Road that could become a trans-shipment hub appropriate given proximity to A14. You also suggested that cycling logistic firms could make last-mile deliveries within the site and wider area using cargo bikes and assigned delivery parking outside of peak hours.
- You mentioned that real time information and integrated ticketing would be important to improve the lives of transport users. Comments mentioned that people should have excellent access and technological integration so that users find it easy to switch between transport modes.

- You mentioned future proofing for new technology – for example, the Milton Road vehicular access to Cambridge Science Park was mentioned as having the potential for hosting more progressive transport technology
- You commented that routes should be protected for emerging light rail - or other technology - networks. The Guided Busway corridor was seen as having the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, Cambridge Science Park and Cambridge Regional College.
- There was some concern about adaptability of infrastructure over time. Comments mentioned designing in the possibility for repurposing of infrastructure such as car barns and other buildings.
- You mentioned that the Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive.

#### **How your comments and options have been considered**

- The policy reflects the key comments and options that have been proposed. The policies aim to establish high quality smart infrastructure that can support the delivery of good growth.
- Buildings are expected to be high quality and adaptable to enable future proofing. In establishing potential for the capturing of open data we are supporting flexible innovation that can adapt over time; this could apply to services such as transport as well as monitoring environmental performance.
- The Area Action Plan will aim to ensure that relevant data can be captured to help improve services such as deliveries and integrated ticketing to improve usage of public transport.

#### **Policy 30: Digital infrastructure and open innovation**

Development proposals should include a Digital Infrastructure and Open Innovation Strategy that outlines how proposals will meet current and future anticipated requirements. These should set out how the development can be innovative and embrace the opportunity to develop sensor networks embedded into the development which supports the meeting of high environmental standards outlined in Policy 2: Designing for the climate emergency, Policy 3: Energy and associated infrastructure, Policy 4a: Water efficiency, Policy 4b: Water quality and ensuring supply, Policy 4c: Flood Risk and Sustainable Drainage, and Policy 5: Biodiversity and Net Gain. The Digital Infrastructure and Open Innovation Strategy must address the points below where appropriate.

### **Smart buildings**

To be considered a smart building, developments should:

- a) consider the impact of the design on wireless connectivity within the building, in-building solutions should be provided if the building design is expected to impact on the quality of wireless signals
- b) ensure access to high quality communications via the latest generation of high-speed gigabit-capable broadband;
- c) establish “open access” broadband infrastructure provided by at least two suppliers or a neutral host;
- d) assess the likely impact of developments on the existing mobile networks in the area and take appropriate action
- e) incorporate a single waste collection point to facilitate efficient waste management from multi tenanted buildings
- f) consider rooftop delivery space to provide passive provision for airborne drones

### **Smart public realm**

Developments that provide new public realm should ensure that all street furniture has been considered for smart multifunctionality. Street furniture should be self-powered through solar panels, and where appropriate it should aim to include wayfinding information, publicly accessible Wi-Fi, and electric charging points for phones and/or electric vehicles. All data collected by street furniture should be open source. This will be facilitated by:

- g) ensuring that fibre connectivity is designed in a way that it will be easily accessible for connection to street furniture such as street lighting columns to facilitate future improvements such as 5G;
- h) designing street furniture in such a way that the installation of telecoms equipment and other sensors can be included.

### **Open data**

All developments with data generating interventions should provide machine readable data to the Councils so that the Councils can republish the data on South Cambridgeshire District Council and Cambridge City Council’s open data platform that can be used by a single API for all open data collated. Non-residential developments at North East Cambridge should provide publicly accessible Wi-Fi.

### **Future mobility zone**

The Councils will use North East Cambridge to host experiments on future mobility

to help foster the area's innovation and support the delivery of new transport services. This is to enable first and last mile journeys to be made by innovative forms of transport.

### **3D model**

All major development should submit a 3D model in a readable format to the planning authority to allow for landscape, townscape and microclimate impacts to be considered virtually.

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

Relevant objectives: 1, 2, 4, 5

Using the innovation potential of new technologies at North East Cambridge could improve public services to enhance the lives of people in Greater Cambridge and accelerate the fulfilment of the Area Action Plan's good growth objectives. The Area Action Plan needs to identify an approach that can leverage new knowledge and tools to address the evolving needs of North East Cambridge's residents, workers, and visitors.

Open innovation initiatives at North East Cambridge will aggregate information and data to enhance the understanding of planning and public services by generating information on service delivery, resource consumption, and mobility patterns. Any policy deployed across North East Cambridge's physical, digital, and social infrastructure has the potential to be smart, but it can only be so if it is connected to a network of systems that support interlocking operations or functions. Connecting different technological interventions with each other can provide the potential for integrated urban services that can be harnessed to add value and become smart. The integration of data at North East Cambridge should be open, i.e. shared on terms that are not only machine readable, but fair, transparent, and accountable consistent with privacy regulation of General Data Protection Regulation (GDPR).

North East Cambridge provides an opportunity to embed smart thinking into a new neighbourhood from its inception. Three key areas were identified as being the most relevant to smart considerations:

- future mobility, i.e. transport innovation impacting systems of movement – integrated ticketing, applications using real time information for journey planning, etc – as well as new modes of transport – drones, autonomous vehicles, etc.
- environmental monitoring, i.e. equipment, systems and sensors that can support the remote understanding of environmental performance such as light

pollution, noise, air quality, building energy efficiency, flood risk to enable real-time analysis.

- connectivity, i.e. the enabling infrastructure that will support the realisation of new technological improvements.

All of these could have profound implications on the use of public space, North East Cambridge's tenants' ability to meet the trip budget, the biodiversity potential, and the capacity of statutory authorities to provide services.

North East Cambridge needs to establish the enabling infrastructure for smart and become a test bed for the experimentation of new technology. Lamp posts, for example, could not only have low energy lighting that is responsive to different times of day and use patterns, but they could also incorporate air quality sensors, publicly-accessible WIFI, electric vehicle charging points, and share their data openly for reuse by others. This way the infrastructure can be multi use while providing the potential for new smart proposals to be built on top through open data.

North East Cambridge's approach to the smart city should be open and flexible systems to adapt to social changes and institutional innovations. Platforms and initiatives should be designed needs of citizens themselves and actively involve citizens in the design of the next generation of public infrastructures and services, thereby building common ecosystems and common frameworks for interoperable digital services. Processing urban information in real time and making data publicly accessible can facilitate a transformation in how North East Cambridge's public resources will be used, together with improving public services such as mobility, transportation, and health care systems.

North East Cambridge can harness the power of technology and digital innovation to benefit all residents, workers, and visitors, and contribute to good growth by making the economy to be more sustainable and collaborative. Introducing network technologies in North East Cambridge is not just about providing the city with connectivity, sensors, and AI, but it is also an opportunity to achieve strategic objective priorities such as affordable housing, sustainable mobility, and active citizenship. To ensure that these ambitions are fulfilled development proposals will need to outline their digital infrastructure and open innovation strategies.

### **Smart buildings**

The policy aims to enable North East Cambridge's built environment to adapt to the future economy. This policy is designed to enable the buildings at North East Cambridge to be designed, implemented, operated, and managed in a smart and resilient way in line with good growth. The policy aims to ensure overall security and safety, resilience, usability, and efficiency of buildings as assets, while reducing the amount of capital and intervention required to achieve these outcomes.

By ensuring that residents and businesses have a wide selection of digital suppliers this will enable broadband service quality to be high and for pricing to be competitive. In pushing for development proposals to examine mobile coverage, the policy

proactively pushes developers to identify pre-designated locations for future mobile mast installations that include suitable design of the land or building to accommodate the equipment as well as the provision of power and backhaul connectivity to the mast location.

### **Smart street furniture**

Multifunctional street furniture that is self-powered can help North East Cambridge improve the interactivity of its public spaces by providing public services, information, and connectivity, while at the same time enabling the collection of valuable open data by the Councils provide opportunities for further innovation. Multi-functionality can help progress the delivery of multiple objectives at once; a noise barrier, for example, could be built using the spoil from development to reduce vehicle trips and provide opportunities to increase biodiversity.

### **Open data**

Smart thinking is key to North East Cambridge and Greater Cambridge's infrastructure, and the policy aims to use tools such as open data to incubate innovation, improve public services, and empower residents and workers. This needs to be matched by an ethical and responsible innovation strategy, that can make the most out of data and experimenting with new innovation such as future mobility, while guaranteeing data sovereignty and privacy in line with GDPR. This will help ensure that public resources and assets are aligned to the principles of good growth.

### **Future mobility zone**

Transport is such a rapidly changing industry that conducting experiments in future mobility at North East Cambridge will enable the site to explore different options for the future of transport in Greater Cambridge in line with good growth objectives. This helps avoid a "one-solution-fits-all" to help different people and stakeholders' trial and feedback on transport improvements before they are delivered in full.

### **Evidence supporting this policy**

- Environmental Monitoring Topic Paper (2020)
- Digital Connectivity Topic Paper (2020)
- Future Mobility Topic Paper (2020)
- Internalisation Topic Papers (2020)

### **Monitoring indicators**

- Delivery of smart buildings
- Delivery of smart street furniture
- Delivery of future mobility experiments
- Collation of open data



## Policy links to adopted Local Plans

### Cambridge Local Plan

- Policy 42: Connecting new developments to digital infrastructure

### South Cambridgeshire Local Plan

- Policy CC/1: Mitigation and Adaptation to Climate Change Policy
- CC/3: Renewable and Low Carbon Energy in New Developments Policy
- CC/5: Sustainable Show Home Policy
- TI/10: Broadband

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## 7.9 Trajectories

This section of the Area Action Plan provides details about delivery of development across North East Cambridge including details for each of the development areas over the plan period and beyond. It gives an indication of the how much development will take place in each area and when.

The National Planning Policy Framework (NPPF) requires strategic policies to include a trajectory illustrating the expected rate of housing delivery over the plan period. In preparing the trajectories for the Plan, the councils have had regard to a number of factors:

- The anticipated date of adoption of the Area Action Plan;
- The relocation of the Waste Water Treatment Plant and decommission of existing site;
- A higher than average but reasonable build rate for the development, informed by on-going engagement with the landowners/developers, based on:
  - current expectations of the housing and employment market;
  - efficient building processes such as modular housing;
  - the housing types to be delivered; and
  - housing tenures which support quick delivery (e.g. Built to Rent).

However, all these assumptions must be heavily caveated that in the event of any changes, for example the economic impact of COVID-19 and/or that further discussions with landowners and developers identify that the rate of delivery is not achievable.

The timing of proposals that supports this new city district will largely be driven by the rate of housing development – anticipated at around 530 homes per year until 2040. This rate of home building can be achieved through some of the assumptions noted above.

The phasing of business floorspace is anticipated to be fairly continuous throughout the plan period. Engagement with landowners/developers and evidence base documents note that a significant amount of business floorspace can be delivered and absorbed by the market during the plan period. The re-provision of industrial floorspace is anticipated to come forward steadily across the plan period. This reflects that land within Chesterton sidings is within single ownership, whilst Cowley Road Industrial Estate is made up of fragmented land ownership where existing lease arrangements and some off-site relocations (i.e. Veolia Waste Transfer Station) are likely to mean that development will be delivered from the middle of the plan period in this area. The Councils will be preparing a Relocation Strategy to further inform these delivery assumptions for industrial floorspace. For both business and industrial floorspace delivery, this is also caveated that in the event of any changes, for example the economic impact of COVID-19 and/or further discussions with landowners and developers.

Figure xxx below provides a summary of the broad distribution of the housing provision set out in the plan.

Residential - Net additional units	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
Anglian Water / Core Site		2,250	2,129	1,122	5,500		5,500
Cambridge Business Park			500		500		500
Cambridge Science Park							0
Chesterton Sidings		365	365		730	240	970
St Johns Innovation Park							0
Trinity Hall Farm Industrial Estate							0
Nuffield Road Industrial Estate			275	275	550	110	660
Cowley Road Industrial Estate			250	250	500		500
Merlin Place				120	120		120
Milton Rd Car Garage				100	100		100
Cambridge Regional College							0
	486	2,494	3,154	1,867	8,000	350	8,350

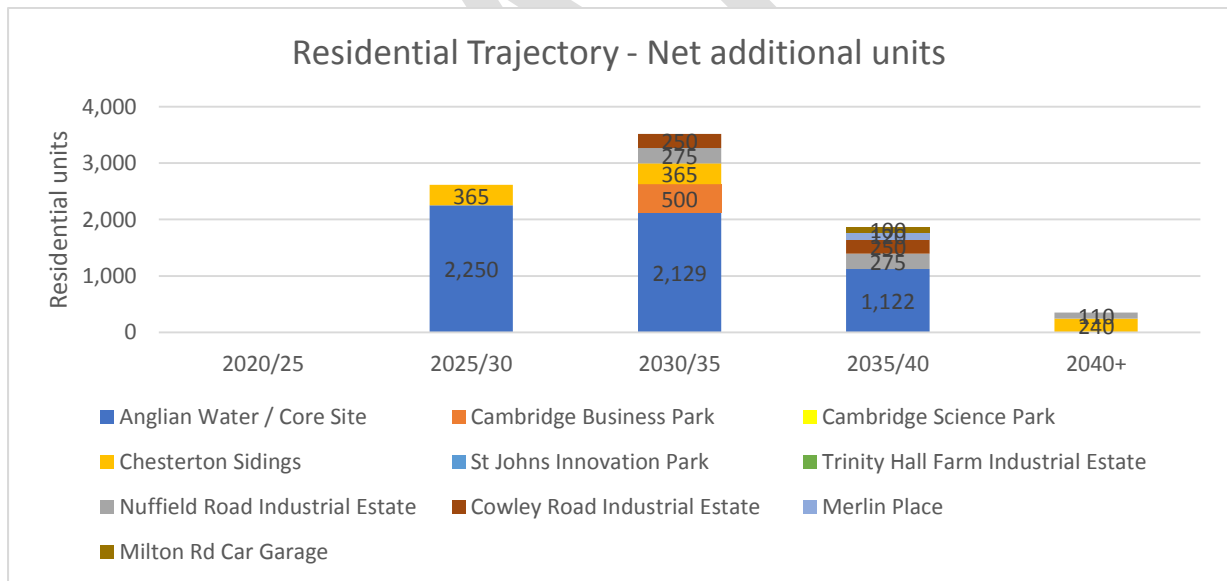


Figure xxx below provides a summary of the broad distribution of the office development (B1) provision set out in the plan.

B1 - Net additional (m <sup>2</sup> )	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
Anglian Water / Core Site	3,536	4,715	7,073	8,176	<b>23,500</b>		23,500
Cambridge Business Park	22,400	22,800	22,800		<b>68,000</b>		68,000
Cambridge Science Park (AAP)	7,993	17,552	16,654	27,801	<b>70,000</b>	13,057	83,057
Cambridge Science Park (Existing commitments)	33,750				<b>33,750</b>		33,750
Chesterton Sidings (AAP)	14,600	21,900			<b>36,500</b>		36,500
Chesterton Sidings (Existing commitments)	9,700				<b>9,700</b>		9,700
St Johns Innovation Park	9,080	7,160	9,380	9,380	<b>35,000</b>	4,700	39,700
Trinity Hall Farm Industrial Estate	1,500				<b>1,500</b>		1,500
Nuffield Road Industrial Estate							
Cowley Road Industrial Estate							
Merlin Place							
Milton Rd Car Garage							
Cambridge Regional College							
	102,559	74,127	55,907	45,357	<b>277,950</b>	17,757	295,707

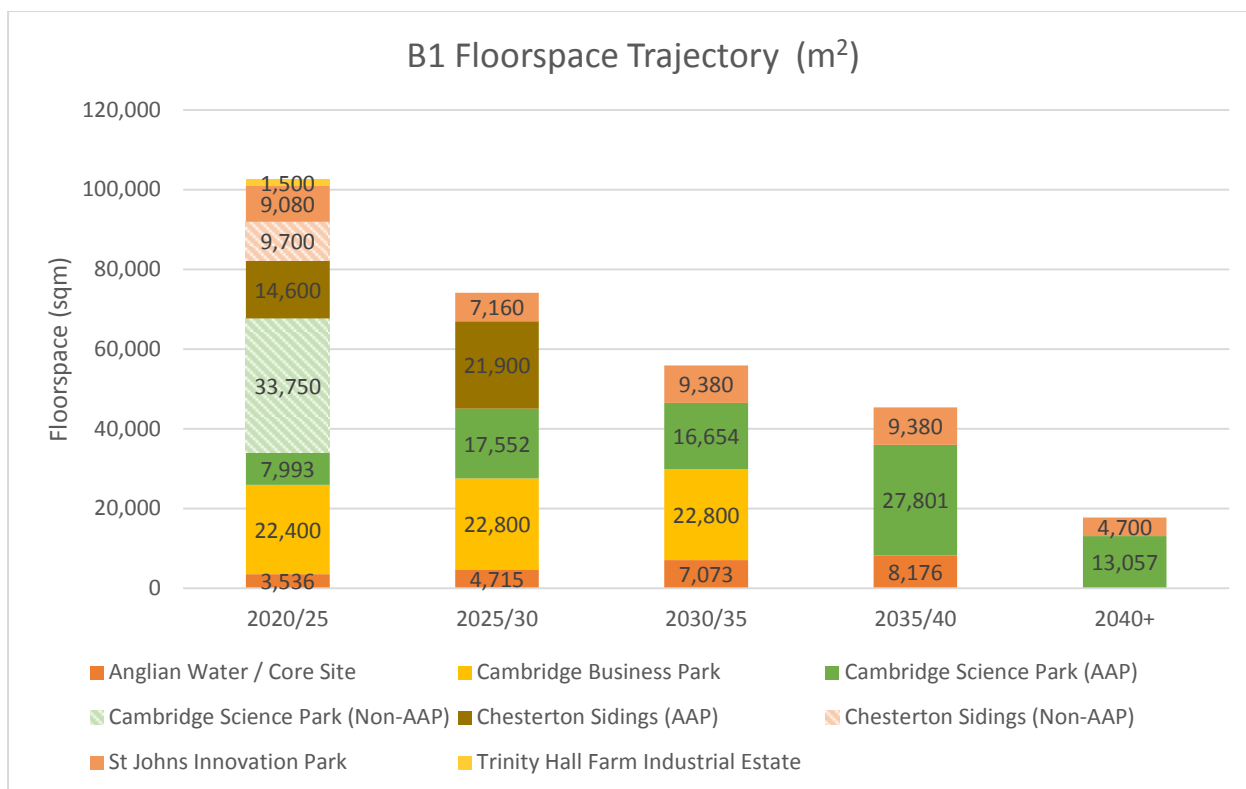


Figure xxx below provides a summary of the broad distribution of the industrial development (B2 and B8) provision set out in the plan.

B2/B8 - Net additional (m <sup>2</sup> )	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
Anglian Water / Core Site							
Cambridge Business Park							
Cambridge Science Park (AAP)		1,159			<b>1,159</b>		1,159
Cambridge Science Park (Existing commitments)	5,060				<b>5,060</b>		5,060
Chesterton Sidings	3,800	5,000			<b>8,800</b>		8,800
St Johns Innovation Park							
Trinity Hall Farm Industrial Estate							
Nuffield Road Industrial Estate							
Cowley Road Industrial Estate		6,000	7,000	4,500	<b>17,500</b>		17,500
Merlin Place							
Milton Rd Car Garage							
Cambridge Regional College							
<b>Total</b>	<b>8,860</b>	<b>12,159</b>	<b>7,000</b>	<b>4,500</b>	<b>32,519</b>		<b>32,519</b>

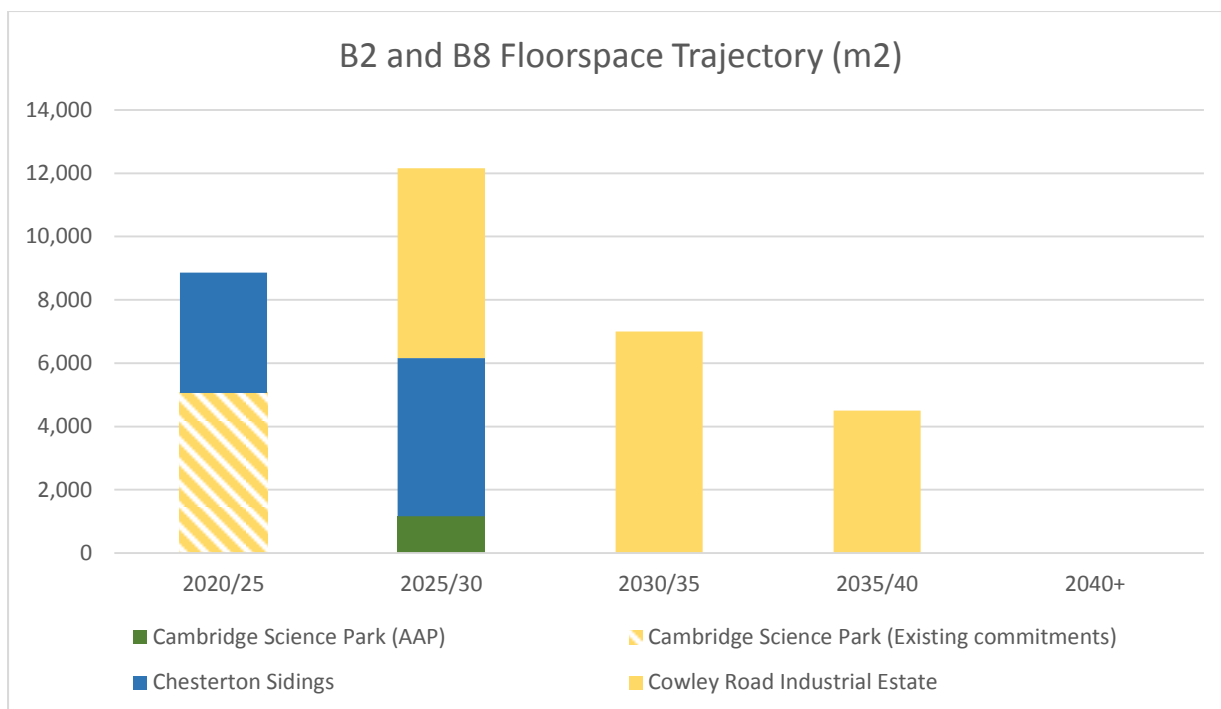


Table xxx below outlines the delivery programme at North East Cambridge. The triggers for the delivery of the necessary infrastructure and community and cultural facilities will be set out in the Infrastructure Delivery Plan which is currently being prepared.

### Anticipated delivery programme

The anticipated delivery programme has been prepared based on engagement with landowners and developers, evidence base documents and a number of development assumptions. It will be informed at a later date by a Relocation Strategy, North East Cambridge Infrastructure Delivery Plan, other emerging evidence base documents and on-going engagement with stakeholders and partners. At this stage, the Councils are not advocating this programme but are inviting comment on the assumptions set out.

Development area	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Beyond the Plan period
Anglian Water / Cambridge City Council site	<ul style="list-style-type: none"> <li>Decommissioning of the Waste Water Treatment Plant</li> <li>3,500m<sup>2</sup> business floorspace completed</li> </ul>	<ul style="list-style-type: none"> <li>Removal of the Waste Water Treatment Plant</li> <li>2,250 homes completed</li> <li>First shops to be completed in the</li> </ul>	<ul style="list-style-type: none"> <li>Northern side of District Centre complete</li> <li>Green High Street Open Space (Phase 2)</li> <li>2,129</li> </ul>	<ul style="list-style-type: none"> <li>1,122 homes completed</li> <li>8,100m<sup>2</sup> of business floorspace completed</li> <li>Third primary school opens</li> <li>Secondary</li> </ul>	

Development area	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Beyond the Plan period
		<ul style="list-style-type: none"> <li>District Centre (north)</li> <li>Green High Street Open Space (Phase 1)</li> <li>4,700m<sup>2</sup> business floorspace complete</li> <li>Community centre and library within District Centre opens</li> <li>District Centre primary school opens</li> <li>New Linear Park (Phase 1)</li> <li>Green Bridge over Milton Road at Cambridge Science Park junction</li> </ul>	<ul style="list-style-type: none"> <li>homes completed</li> <li>7,000m<sup>2</sup> business floorspace complete</li> <li>Cultural facility within District Centre opens</li> <li>Cowley Road Neighbourhood Centre primary school opens</li> <li>New Linear Park (Phase 2)</li> <li>New Cowley Triangle Open Space</li> </ul>	<ul style="list-style-type: none"> <li>school opens (if required)</li> <li>New Linear Park (Phase 3)</li> </ul>	
Cambridge Business Park	<ul style="list-style-type: none"> <li>22,800m<sup>2</sup> business floorspace completed</li> </ul>	<ul style="list-style-type: none"> <li>First shops to open within the District Centre (south)</li> <li>22,800m<sup>2</sup> business floorspace completed</li> <li>New Guided Busway stop complete</li> </ul>	<ul style="list-style-type: none"> <li>Southern side of District Centre complete</li> <li>500 homes completed</li> <li>22,800m<sup>2</sup> business floorspace completed</li> </ul>		

Development area	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Beyond the Plan period
Cambridge Science Park	<ul style="list-style-type: none"> <li>• 8,000m<sup>2</sup> business floorspace completed</li> <li>• Existing consented development completed, including Trinity Hub</li> </ul>	<ul style="list-style-type: none"> <li>• Cambridge Science Park Local Centre completed</li> <li>• 17,500m<sup>2</sup> business floorspace completed</li> <li>• New last mile delivery hub completed within Local Centre</li> <li>• 100m<sup>2</sup> of community/cultural floorspace completed within Local Centre</li> <li>• New access provided onto Guided Busway and Garry Drive and Science Park Brook/Open Space completed</li> <li>• Green Bridge over Milton Road at Cambridge Science Park junction</li> </ul>	<ul style="list-style-type: none"> <li>• 16,500m<sup>2</sup> business floorspace completed</li> <li>• New Milton Road underpasses complete</li> </ul>	<ul style="list-style-type: none"> <li>• 28,700m<sup>2</sup> business floorspace completed</li> </ul>	<ul style="list-style-type: none"> <li>• 13,000m<sup>2</sup> business floorspace completed</li> </ul>
Chesterton Sidings	<ul style="list-style-type: none"> <li>• 14,500m<sup>2</sup> business floorspace</li> </ul>	<ul style="list-style-type: none"> <li>• Completion of Station Approach</li> </ul>	<ul style="list-style-type: none"> <li>• 365 homes complete</li> </ul>		<ul style="list-style-type: none"> <li>• Off-site relocation and</li> </ul>



Development area	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Beyond the Plan period
	<ul style="list-style-type: none"> <li>completed</li> <li>New industrial and storage/distribution development completed adjacent to Aggregates Railheads</li> <li>Completion of Station Place Open Space</li> <li>Shops to open with Station Approach Local Centre</li> <li>Existing consented development completed, including hotel and office scheme at Cambridge North Station</li> </ul>	<ul style="list-style-type: none"> <li>Local Centre</li> <li>21,800m<sup>2</sup> business floorspace completed</li> <li>Further industrial and storage/distribution development completed adjacent to Aggregates Railheads</li> <li>365 homes completed</li> <li>100m<sup>2</sup> of community/cultural floorspace completed within Local Centre</li> </ul>	<ul style="list-style-type: none"> <li>Cambridge Autonomous Metro to serve North East Cambridge</li> </ul>		<ul style="list-style-type: none"> <li>redevelopment of Aggregate Railheads</li> <li>239 homes completed at former Aggregate Railheads site</li> </ul>
St Johns Innovation Park	<ul style="list-style-type: none"> <li>9,300m<sup>2</sup> business floorspace completed</li> </ul>	<ul style="list-style-type: none"> <li>7,000m<sup>2</sup> business floorspace completed</li> </ul>	<ul style="list-style-type: none"> <li>9,400m<sup>2</sup> business floorspace completed</li> <li>New Milton Road underpasses complete</li> </ul>	<ul style="list-style-type: none"> <li>9,400m<sup>2</sup> business floorspace completed</li> </ul>	<ul style="list-style-type: none"> <li>4,700m<sup>2</sup> business floorspace completed</li> </ul>
Trinity Hall Farm Industrial Estate	<ul style="list-style-type: none"> <li>1,500m<sup>2</sup> business floorspace completed</li> </ul>				
Nuffield Road Industrial Estate			<ul style="list-style-type: none"> <li>275 homes complete</li> </ul>	<ul style="list-style-type: none"> <li>275 homes completed</li> </ul>	<ul style="list-style-type: none"> <li>110 homes complete</li> </ul>

Development area	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Beyond the Plan period
			d		d
Cowley Road Industrial Estate	<ul style="list-style-type: none"> <li>Existing consented development completed</li> </ul>	<ul style="list-style-type: none"> <li>6,000m<sup>2</sup> new industrial and storage/distribution development completed</li> </ul>	<ul style="list-style-type: none"> <li>250 homes completed</li> <li>6,000m<sup>2</sup> new industrial and storage/distribution development completed</li> </ul>	<ul style="list-style-type: none"> <li>250 homes completed</li> <li>4,500m<sup>2</sup> new industrial and storage/distribution development completed</li> </ul>	
Merlin Place				<ul style="list-style-type: none"> <li>120 homes completed</li> </ul>	
Milton Rd Car Garage				<ul style="list-style-type: none"> <li>100 homes completed</li> </ul>	
Cambridge Regional College					
Off-site	<ul style="list-style-type: none"> <li>Waterbeach Greenway complete (Phase 1)</li> <li>Chisholm Trail complete</li> <li>Mere Way Cycle Route complete</li> </ul>	<ul style="list-style-type: none"> <li>A14 underpass to Milton Country Park / Waterbeach Greenway (Phase 2)</li> <li>A14 noise barrier</li> <li>Milton Road Corridor complete</li> <li>Waterbeach Public</li> </ul>	<ul style="list-style-type: none"> <li>New bridge into Chertton Fen</li> <li>Chertton Fen Open Space</li> <li>Dualling of the A10</li> </ul>		

Development area	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Beyond the Plan period
		Transport Corridor complete			

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## 7.10 Monitoring

When this Area Action Plan has been adopted, it will be important to ensure that the policies outlined in this document are meeting the vision outlined for North East Cambridge and its stated strategic objectives. This means examining the targets set in each policy and whether they are being achieved according to the stated monitoring indicator. Monitoring will also assess whether the assumptions behind the policies are still relevant and valid, and this is liable to change as new evidence emerges. The planning authority will therefore follow the progress of the policies contained within the Area Action Plan by monitoring how successfully the objectives are being achieved.

A monitoring framework for the Area Action Plan will be detailed to establish the indicators and targets that will be used to monitor its progress. These will, where possible, be the same as those already used within the statutory Authority Monitoring Report for the South Cambridgeshire District Council Local Plan and the Cambridge City Council Local Plan. However, there will also be some more locally specific indicators and targets. The monitoring framework will be drawn from the sustainability indicators and targets outlined in the sustainability appraisal.

The framework will be used to monitor the AAP annually, and the results will be reported in the Authority Monitoring Report for Greater Cambridge. If the monitoring indicates that a change is required, some changes to the AAP could be enacted to ensure that the strategic objectives supporting the vision are achieved.

### 7.10.1 Draft monitoring framework

<b>Policy</b>	<b>Target</b>	<b>Monitoring indicator</b>
<b>A spatial framework for North East Cambridge</b>		
Policy 1: A comprehensive approach at North East Cambridge	Development should support the vision statement and strategic objectives	Monitoring of policies below
<b>Climate change, water and biodiversity</b>		
Policy 2: Designing for the climate emergency	All development to support the two councils' climate emergency declarations by delivering sustainable construction.	An increase in the number of non-residential completions delivered at BREEAM 'excellent'/'outstanding' with maximum credits for water consumption;
Policy 3: Energy and associated infrastructure	Delivery of zero carbon site wide infrastructure plan	Installed capacity of renewable and low carbon energy alongside storage capacity and ev

		charge point capacity  Amount of additional grid capacity required
Policy 4a: Water efficiency Policy 4b: Water quality and ensuring supply Policy 4c: Flood Risk and Sustainable Drainage	Developments to be water efficient, design out flood risk, and increase sustainable drainage.	An increase in the number of non-residential completions delivered with maximum BREEAM credits for water consumption;  All new residential completions will be designed to achieve water consumption levels of no more than 110 litres/person/day moving towards 80 litres/person/day
Policy 5: Biodiversity and Net Gain	Deliver a minimum of 10% net gain in biodiversity value	Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline  Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline  Biodiversity enhancements to City and County Wildlife Sites
<b>Design and built character</b>		
Policy 6a: Distinctive design for North East Cambridge Policy 6b: Design of mixed-use buildings	Ensuring design quality of new buildings and creating principles for mixed use buildings.	Number of awards (shortlisted, finalist, winner) received  Positive recommendations made to Planning Committee  Floorspace approved
Policy 7: Legible streets and spaces	Streets to be welcoming places that conform to the strategic layout for key pedestrian and cycle routes	Number of new trees planted (net increase) Number and amount (m2)

	of spatial framework	of new public space delivered
Policy 8: Open spaces for recreation and sport	Provision of open space in line with spatial framework	<p>Monitor the amount and type of new and retained open space within NEC.</p> <p>Update to the Councils' Open Space and Recreation Strategy.</p> <p>Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.</p> <p>Open space delivered in relation to spatial framework</p> <p>Open space usage with survey</p>
Policy 9: Density, heights, scale and massing	Densities and building heights should not exceed those identified as part of spatial framework	<p>Number of awards (shortlisted, finalist, winner) received</p> <p>Positive recommendations made to Planning Committee</p> <p>Floorspace approved</p>
Policy 10a: North East Cambridge Centres	Establishment of distinct character areas in across the AAP.	Employment floorspace consented and delivered per centre
Policy 10b: District Centre		Residential units consented and delivered per centre
Policy 10c: Science Park Local Centre		Retail floorspace consented and delivered per centre
Policy 10d: Station Approach		Community and cultural floorspace consented and delivered per centre
Policy 10e: Cowley Road Neighbourhood Centre		
Policy 11: Housing design standards	Inclusion of private amenity for new homes, maximising	Percentage of homes meeting minimum private

	design quality, and provision of wheelchair accessible homes.	amenity standards Percentage of homes incorporating dual aspect Percentage of wheelchair accessible homes
<b>Jobs, homes and services</b>		
Policy 12a: Business Policy 12b: Industry	Intensification of employment floorspace and consolidation of industrial floorspace with no net loss	Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).  Amount of new employment floorspace permitted and delivered (gross and net)  Number of new businesses registered
Policy 13a: Housing Policy 13b: Affordable housing	Establishing high quality housing that fulfils local needs.	Net additional homes
<b>Error! Reference source not found.</b>		Number of affordable homes delivered on-site
<b>Policy 13c: Housing for local workers</b>		Net additional homes by district
Due to the significant affordability challenges for many local workers, it is expected that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need.  Development proposals for purpose built Private Rented Sector homes such as Build to Rent, which are		Range of homes delivered  Number of homes delivered for local workers  Net additional Build to Rent dwellings  Proportion of Build to Rent dwellings that are affordable  Financial contributions secured and received towards off-site affordable housing  Number of custom

<p>offered to employers within and adjacent to NEC on a block-lease basis will be supported. This can include whole developments or parts of developments. These schemes still need to meet the 40% affordable housing target. (see also Policy 8d: Build to Rent).</p>		<p>finished homes delivered on-site</p> <p>Number of visitor accommodation units provided on-site</p>
<p>Policy 13d: Build to Rent</p>		
<p>Policy 13e: Custom</p>		
<p>Policy 13f: Short term/corporate lets and visitor accommodation</p>		
<p>Policy 14: Social, community and cultural Infrastructure</p>	<p>Provision of new school capacity, retention of existing sports facilities, and provision of new community, leisure and cultural uses.</p>	<p>Catchment secondary school provision/capacity</p> <p>Monitor the amount of net floorspace for D1 and sui generis uses that fulfil a community or leisure use.</p> <p>Additional specific strategies for different types of formal sports may also be updated to monitor their delivery.</p>
<p>Policy 15: Shops and local services</p>	<p>Balanced provision of shops and local services across the AAP area in designated district centres</p>	<p>Monitor the balance of floorspace, both committed and completed for the three categories: Convenience, Comparison, and Other Town Centre uses, in each centre.</p>
<p><b>Connectivity</b></p>		
<p>Policy 16: Sustainable Connectivity</p>	<p>Ensuring sustainable travel is the default option for residents and workers</p>	<p>Modal share for pedestrian, cycle, public transport users</p>
<p>Policy 17: Connecting to the wider network</p>	<p>Developers required to contribute to new and improved connections for non-motorised users</p>	<p>Number of new crossing points</p>



Policy 18: Cycle Parking	Cycle parking to be provided in excess of the minimum standards set of the adopted Cambridge Local Plan (2018). At least 5-10% of cycle parking provision should be designed to accommodate non-standard cycles.	Number of cycle parking spaces provided for standard cycles and non-standard cycles  Number of cycle maintenance facilities provided
Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport	Three locations to provide passive provision for new metro system	Modal share for public transport users  Number of mobility hubs provided
Policy 20: Last mile deliveries	Planning permission will be granted for delivery hubs up to 1,500m <sup>2</sup> , and consolidation of deliveries promoted for last mile deliveries to occur via electric vehicle or cycle courier	Number of delivery hubs provided  Mode share of delivery trips
Policy 21: Street hierarchy	Three different street types to promote sustainable travel	Number of vehicles using primary and secondary streets  Number of cars parking in undesignated places
Policy 22: Managing motorised vehicles	The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is: <ul style="list-style-type: none"> <li>• AM Peak: 3,900 two-way trips</li> <li>• PM Peak: 3,000 two-way trips</li> </ul> For access on to Kings Hedges Road, the maximum vehicle trip budget is: <ul style="list-style-type: none"> <li>• AM Peak: 780 two-way trips</li> <li>• PM Peak: 754 two-way trips</li> </ul> maximum total	Number of vehicular trips to / from North East Cambridge  Number of car parking spaces provided within North East Cambridge  Number of vehicles parking in adjoining streets within 2km radius

	provision of 4,800 employment related parking spaces accessed from Milton Road, and a further maximum of 1,160 accessed from Kings Hedges Road. For residential uses, a maximum site-wide parking standard of 0.5 spaces per household.	
<b>Development process</b>		
Policy 23: Comprehensive and Coordinated Development	Coherent development where different land ownerships relate to each other and contribute to delivery of site objectives	Masterplans to accompany planning submissions
Policy 24a: Land Assembly Policy 24b: Relocation	Use of compulsory purchase powers if required to fulfil AAP objectives in public interest. Relocation of industrial floorspace to support consolidation and vision	Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).
Policy 25: Environmental Protection	Good quality environmental health across North East Cambridge	Biodiversity net gain
Policy 26: Aggregates and waste sites	Maintain aggregates facility in North East Cambridge, relocate the Veolia Waste Transfer Station, and create buffer of industrial uses around aggregates	Continued provision and mitigation of impacts
Policy 27: Planning Contributions	Finance early delivery of infrastructure, secure affordable housing, and mitigate impacts of development	Delivery of affordable homes  Delivery of infrastructure to support development
Policy 28 – Meanwhile uses	The delivery of services and amenities on a temporary basis to support placemaking aims	Numbers of different land uses permitted
Policy 29 - Employment and Training	Increased local participation in workforce and increased opportunities for upskilling and training for local	Developer contributions collected for skills and training (from S106)  Number of Employment

	people.	<p>and Skills Plan secured through S106 agreements</p> <p>Developers should provide monitoring reports of implementation of their ESP</p> <p>Employment land take-up</p> <p>Working age population</p>
Policy 30: Digital infrastructure and open innovation	Development that supports open innovation and the development of digital infrastructure	<p>Delivery of smart buildings as defined by policy</p> <p>Delivery of smart street furniture as defined by policy</p> <p>Delivery of future mobility experiments</p> <p>Council collation of open data</p>

# Appendices, Acronyms and Glossary

Glossary: to be added

## Appendix xxx

### Indicative Development Capacities and Methodology

This appendix demonstrates how development will be delivered within the North East Cambridge AAP and indicates the broad distribution of growth in accordance with the policies of the AAP. The following table summarises pipeline supply and planned delivery on land in the AAP area for the period 2020/21 to 2040/41.

### Assumptions

On sites where planning permission has already been granted for major development (10+ Units or 1,000m<sup>2</sup>), but where material works have not been completed, the site has been identified within the housing and/or employment trajectories with the corresponding number of homes and/or floorspace that has been approved.

Where details of pre-application proposals are available and considered reasonable, the relevant housing capacity and employment floorspace have also been used to inform the site allocation.

For all other sites, the potential development capacity of the site has been estimated in accordance with the methodology described below. It should be noted that the development capacity attributed to each site is as an indicative minimum, not prescriptive. The number of dwellings and floorspaces that may be achieved on a site will be determined by many considerations such as design and layout, the size and type of the homes/employment units to be provided, relevant development plan policy requirements, site constraints, scheme viability as well as the site area available for development.

### Methodology

- The developable area for each development parcel has been calculated at 70%.
- Land uses have been assigned and proportioned to the net developable areas within each development parcel based on the AAP Spatial Framework, evidence base documents and the policies within the AAP.
- Development densities and housing mixes have been informed by relevant examples in the NEC Typologies Study (2020).
- The relocation and intensification of B2 floorspace from Nuffield Road to Cowley Road/Chesterton Sidings is based on light industrial uses arranged

over four storeys relating to the multi-level logistics and stacked industrial model of delivery.

- The relocation and intensification of B8 floorspace from Nuffield Road to Cowley Road/Chesterton Sidings is based on distribution arranged over two storeys.

### **Example 1: Development Parcel O**

**Parcel Area:** 5.71 hectares

**Total developable area:** 4.0 hectares

**Location:** District Centre

**Density matrix range:** 385 dwellings per hectare

**Mix:**

- 8% Retail
- 10% Employment (B1)
- 7% Community and Cultural
- 75% Residential

**Development Parcel Capacity:**

- 3,200m<sup>2</sup> of retail floorspace
- 16,550m<sup>2</sup> employment (B1) floorspace
- 2,800m<sup>2</sup> of community and cultural floorspace
- 1,155 new homes.

**Existing land uses on site:**

- 1,500m<sup>2</sup> Employment (B1) floorspace

**Therefore net capacity on this development parcel:**

- 3,200m<sup>2</sup> of retail floorspace
- 15,050m<sup>2</sup> additional employment (B1) floorspace
- 2,800m<sup>2</sup> of community and cultural floorspace
- 1,155 new homes.

### **Example 2: Development Parcel FF**

**Parcel Area:** 0.58 hectares

**Total developable area:** 0.4 hectares

**Location:** Cambridge Science Park

**Mix:** 100% Employment (B1)

**Development Parcel Capacity:** 13,766m<sup>2</sup> employment (B1) floorspace

**Existing land uses on site:** 4,950m<sup>2</sup> Employment (B1) floorspace

**Therefore net capacity on this development parcel:** 8,816m<sup>2</sup> new employment floorspace

### **Example 3: Development Parcel A1**

**Parcel Area:** 2.25 hectares

**Total developable area:** 1.58 hectares

**Location:** Station Approach Local Centre

**Mix:**

- 4% Retail
- 33% Employment (B1)
- 1% Community and Cultural
- 57% Residential
- 5% Car Barn

**Development Parcel Capacity:**

- 630m<sup>2</sup> retail floorspace
- 15,600m<sup>2</sup> employment (B1) floorspace
- 150m<sup>2</sup> community and cultural floorspace
- 205 residential units
- 4,000m<sup>2</sup> Car Barn (125 car parking spaces)

**Existing land uses on site:** 11,600m<sup>2</sup> surface car parking (450 car parking spaces)

**Therefore net capacity on this development parcel:**

- 630m<sup>2</sup> retail floorspace
- 15,600m<sup>2</sup> employment (B1) floorspace
- 150m<sup>2</sup> community and cultural floorspace
- 205 residential units

**Delivery Summary within the North East Cambridge AAP during the Plan Period (Net)**

<b>Development Area</b>	<b>Residential units</b>	<b>M<sup>2</sup> employment</b>	<b>M<sup>2</sup> retail</b>	<b>M<sup>2</sup> Community and Cultural</b>	<b>M<sup>2</sup> Industrial</b>
Anglian Water / Cambridge City Council site	5,500	23,500	3,700	5,700	0
Cambridge Business Park	500	68,000	1,500	0	0
Cambridge Science Park	0	70,000	1,000	100	1,150
Chesterton Sidings	730	36,500	1,000	100	8,800
Cowley Road Industrial Estate	500	0	0	0	17,500
Nuffield Road Industrial Estate	550	0	0	0	0
St Johns Innovation Park	0	35,000	100	0	0
Trinity Hall Farm Industrial Estate	0	1,500	0	0	0
Merlin Place	120	0	0	0	0
Milton Road Car Garage	100	0	0	0	0
Cambridge Regional College	0	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>234,500</b>	<b>7,300</b>	<b>5,900</b>	<b>27,450</b>

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# APPENDIX C

## North East Cambridge Area Action Plan Statement of Consultation - Draft Plan Stage 2020

### 1. Introduction

1.1 This document sets out how the Greater Cambridge Shared Planning Service has undertaken consultations in the preparation of the Draft North East Cambridge Area Action Plan. The statement provides an overview of the following:

- who was invited to make representations,
- how they were invited to do so,
- summaries of the main issues raised in the representations, and
- how these have been addressed in the Draft Plan.

1.2 This consultation statement complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Greater Cambridge Shared Planning Service Statement of Community Involvement 2019. The document will be updated at each stage of the plan making process. It currently details consultation undertaken in relation to:

- Research, evidence gathering and front-loading engagement (2014)
- Issues and Options 1 consultation (2014)
- Issues and Options 2 consultation (2019)
- Proposed arrangements for Draft AAP consultation (2020)

1.3 The Local Development Schemes of both Cambridge City and South Cambridgeshire District Councils have included an intention to prepare an Area Action Plan for this part of Cambridge since 2014. The current Greater Cambridge Shared Planning Local Development Scheme (October 2018) continues to include the Area Action Plan as a Development Plan Document to be prepared. The Local Development Scheme is available to view on the [Cambridge City Council](#) and the [South Cambridgeshire District Council](#) websites.

1.4 The current Greater Cambridge Local Development Scheme includes the following timetable for the next stages in the preparation of the North East Cambridge Area Action Plan.

- Consultation on Draft Area Action Plan – Summer 2020 – Current stage

- Proposed Submission Consultation – to be confirmed
- Submission of Area Action Plan to Secretary of State for independent examination – to be confirmed
- Adoption of Area Action Plan (subject to progress of independent examination) – to be confirmed

1.5 The AAP was previously referred to as the Cambridge Northern Fringe East Area Action Plan in the Local Development Scheme; however, in order to reflect the more comprehensive vision being envisaged for the area, and the need to integrate development proposals with neighbouring communities the plan has been renamed the North East Cambridge Area Action Plan.

1.6 The adopted Cambridge City and South Cambridgeshire Local Plans (2018) both include policies allocating land in the north east of Cambridge for high quality mixed use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to acceptable environmental conditions). Revitalisation of the area will be focused on the new transport interchange created by the development of Cambridge North railway station. Policies contained within both Local Plans state as follows: “The amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP”.

1.7 Preparation of a joint AAP initially commenced in early 2014. The first Issues & Options Report was published for consultation in December 2014. Whether land within the Cambridge Science Park, to the west of Milton Road, should be included with the AAP area was one of the issues consulted upon at this stage. Responses to the consultation were reported to members of both Councils in 2015.

1.8 Preparation of the AAP was paused following the Issues & Options 1 consultation for the Councils’ respective Local Plans to be progressed. Since the close of the initial Issues & Options consultation, there have been a number of significant developments that have affected and informed the preparation of the Draft AAP. Of particular relevance is the submission of a Housing Infrastructure Fund Bid to relocate the Cambridge Waste Water Treatment Plant off-site, and the completion of the Ely to Cambridge Transport Study.

1.9 A second Issues and Options consultation was undertaken in February and March 2019. This consultation covered a wider area, proposed a revised vision for the area, and issues and options where views were sought before the draft plan was prepared.

## **2. Research, evidence gathering and front-loading engagement (2014)**

2.1 As part of the initial work on developing a vision for the area a facilitated workshop was held on 12 April 2013. A range of stakeholders were invited to attend this visioning workshop including landowners, local resident groups, Parish Councils and businesses operating in the area. A list of those attending the event included:

- Anglian Water
- Bidwells
- Brookgate
- Cambridge Association of Architects
- Cambridge City Council
- Cambridge Past Present and Future
- Cambridgeshire County Council
- Cam Conservators
- Cheffins
- Fen Ditton Parish Council
- 5<sup>th</sup> Studio
- Formation Architects
- Friends of Stourbridge Common
- Frimstone Ltd
- Milton Parish Council
- Old Chesterton Residents' Association
- St. John's Innovation Centre
- Savills
- South Cambridgeshire District Council
- Stagecoach

2.2 The workshop included presentations from Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, Anglian Water and 5th Studio. There were also group discussions on the issues, constraints and opportunities focusing on the four C's of the Cambridgeshire Quality Charter (Community, Connectivity, Climate, and Character).

2.3 The following main issues were highlighted during the event:

- Two key issues for action – Cambridge Waste Water Treatment Plant and Network Rail Depot
- Timescales - the need for coordinated timescales for the public and private sector
- Boundaries - needed to be reviewed in terms of delivery and delivery partnerships
- Type of Plan - Additional plans should be considered, including local area action plan
- Private/public partnership - private sector landowners should be invited to work with the local authorities to produce an overall document or jointly fund and commission.

2.4 Conclusions drawn from the workshop are summarised below:

- Good places need a successful long-term vision, coming from leadership, citizen engagement and technical input.
- Sense of place is not just physical factors; it is also social and economic ones.
- Place making is an evolutionary process. The professional role is about enabling the vision and co-production.
- The opportunity to exists to take the Innovation Areas to the next stage, to build on brand and to maintain the reputation for innovative thinking, making the area one of the most attractive places to work in Europe.

2.5 An Officer Steering Group was formed to coordinate the preparation of the Issues and Options 1 Report. The Steering Group comprised officers from Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council. A number of other meetings and discussions took place with landowners and other key stakeholders prior to the publication of the report.

### **3. Issues and Options 1 Consultation (2014)**

3.1 The [Cambridge Northern Fringe East Area Action Plan Issues and Options 1](#) report set out the main issues for the site and a series of possible options for its future development.

3.2 A Sustainability Appraisal (SA) Scoping Report was published for consultation in accordance with the Strategic Environmental Assessment Directive and Regulations. The consultation formally sought the views of a wide range of consultees, including the three statutory consultees: English Heritage; Natural England; and the Environment Agency. The purpose of the consultation was to gauge the views of consultees on the defined scope of the SA and the proposed

level of detail that should be included within the SA. The consultation period ran from 15 August until 19 September 2014.

3.3 The draft Issues and Options 1 Report was then prepared, and subject to an Interim Sustainability Appraisal. The draft report was approved for public consultation by the Cambridge City Council's Development Plan Scrutiny Sub-Committee on 11 November 2014 and the South Cambridgeshire District Council's Planning Portfolio Holder's meeting on 18 November 2014. A series of evidence base documents were used to inform the preparation of the Issues and Options 1 Report.

3.4 An eight-week public consultation exercise was undertaken from 8 December 2014 until 2 February 2015. Representations were invited in respect of the Issues and Options Report, the Sustainability Appraisal Scoping Report and the Interim Sustainability Appraisal. Representations could be made using an online consultation system linked to the Councils' websites. Alternatively, printed response forms were made available which could be posted or emailed to either Council.

3.5 The following methods of notification were used to publicise the consultation exercise:

- Public notice in the Cambridge Evening News
- Joint Cambridge City Council and South Cambridgeshire District Council press releases
- Articles in Cambridge Matters (Winter Edition 2014) and South Cambs Magazine (Winter Edition 2014)
- Twitter and Facebook updates
- Consultees listed in Appendix 3 were notified

3.6 Copies of the Issues and Options 1 Report was made available to purchase, and for inspection, along with supporting documents at the following locations:

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge
- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne
- Arbury Court Library, Arbury Court, Cambridge
- Histon Library, School Hill, Histon
- Milton Road Library, Ascham Road, Cambridge
- Online via the Councils' websites.

3.7 Statutory consultees, including Duty to Cooperate Bodies and general consultation bodies as set out in Appendix 3 to this document were notified of the Issues and Options 1 report consultation by email or letter.

3.8 A series of exhibition events were held during December 2014 and January 2015 at which Council Officers were in attendance to explain the various options and to answer questions. The events took place at the following venues:

- St John's Innovation Centre, Cowley Road, Cambridge – Wednesday 10 December (13.00–19.00)
- North Area Committee, Buchan Street Community Centre, Cambridge – Thursday 18 December (16.00-20.00)
- The Trinity Centre, Cambridge Science Park, Cambridge – Wednesday 14 January – (13.00-17.00)
- Brown's Field Youth & Community Centre, Green End Road, Cambridge – Saturday 17 January (13.30-18.00)
- Milton Community Centre, Coles Road, Milton – Monday 19 January (14.00-20.00)

3.9 Representations received in respect of the consultation exercise are available to view in full on the Greater Cambridge Planning Service [consultation portal](#). A summary of the representations received is attached as Appendix 1 to this document.

3.10 The representations were reported to the meetings listed below, the minutes of which can be viewed on-line. In summary, Members noted the responses and agreed that further work should be undertaken on revised options for the site.

- [Joint Strategic Transport and Spatial Planning Group](#) – 16 November 2015
- [South Cambridgeshire District Council's Planning Portfolio Holder's Meeting](#) – 17 November 2015
- [Cambridge City Council's Development Plan Scrutiny Sub-Committee](#) – 17 November 2015

3.11 The responses received to the first Issues and Options Report were used to inform the preparation of the second Issues and Options Report in 2019 and the current Draft Area Action Plan. In many cases the Issues and Options 2 Report proposed further questions on issues, reflecting the revisions to the proposed vision for the area. Further details are provided in Appendix 1 attached to this document.

## **4. Issues and Options 2 Consultation 2019**

4.1 The draft Issues and Options 2 report was subject to an Interim Sustainability Appraisal, building on the scoping report and appraisal that accompanied the Issues and Options 1 report.

4.2 The [Issues and Options report 2](#) was considered by the following Council meetings prior to finalisation and consultation:

- [South Cambridgeshire Scrutiny and Overview Committee – 18 December 2018](#)
- [South Cambridgeshire Cabinet – 9 January 2019](#)
- [Cambridge Planning Policy and Transport Scrutiny Committee - 15 January 2019](#)

4.3 The following documents were used to inform the preparation of the Issues and Options report 2, along with other evidence documents listed in the report itself:

- [Cambridge Northern Fringe East Issues and Options Report – Equalities Impact Assessment – Cambridge City Council 2018](#)
- [Cambridge Northern Fringe East Issues and Options Report – Equalities Impact Assessment – South Cambridgeshire District Council 2018](#)
- [Cambridge Northern Fringe East Area Action Plan Issues and Options 2019 - Interim Sustainability Appraisal – Rambol on behalf of Cambridge City Council and South Cambridgeshire District Council.](#)

4.4 A six-week public consultation on the North East Cambridge Area Action Plan Issues and Options 2 report took place between 11 February and 25 March 2019. The report, along with other relevant documentation, was made available for inspection at the following locations:

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge
- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne
- Arbury Court Library, Arbury Court, Cambridge
- Histon Library, School Hill, Histon
- Milton Road Library, Ascham Road, Cambridge
- Online via the Councils' website

4.5 A series of public exhibition events took place at which the Issues and Options report 2 was made available for inspection and where officers were in attendance to answer any questions. The dates, timings and venues of the events are set out below:

- Milton Community Centre, Coles Road, Milton – Monday 25 February (14.00–20.00)
- Cambridge North Station, Cowley Road, Cambridge – Wednesday 27 February (06.30 – 08.30 and 16.00-19.30)
- St John's Innovation Centre, Cowley Road, Cambridge – Friday 1 March – 10.00 – 16.00)
- Trinity Centre, Cambridge Science Park, Cambridge – Tuesday 5 March – (10.00 – 16.00)

- North Area Committee, Shirley Centre, Nuffield Road, Chesterton – Thursday 7 March – (18.00 – 20.00)
- Brown’s Field Youth and Community Centre, 31a Green End Road, Cambridge – Tuesday 12 March – (16.00 – 19.00)
- Nun’s Way Pavilion, Nun’s Way, Cambridge – Thursday 14 March – (14.00 – 20.00).

4.6 Copies of the Issues and Options 2 report, and the accompanying Interim Sustainability Appraisal, were available to purchase at the Cambridge City Council Customer Service Centre and at the reception of South Cambridgeshire District Council.

4.7 Representations were submitted using:

- the City Council online JDI consultation system or,
- a printed response form, available from Cambridge City Council’s Customer Service Centre and the reception at South Cambridgeshire District Council or downloaded and filled in electronically by visiting either of the Council websites and returned by email.

4.8 Statutory consultees, including Duty to Cooperate Bodies and general consultation bodies as set out in Appendix 4 to this document were notified of the Issues and Options 2 report consultation by email or letter.

4.9 Other methods of notification used to publicise the consultation exercise included:

- a public notice placed in the Cambridge Independent
- joint Cambridge City Council and South Cambridgeshire District Council news releases
- dedicated pages on each of the Council websites.
- twitter and facebook updates.
- posters displayed at local libraries and other community facilities.
- Landowner and Community Forums held during the consultation period.

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

5.1 The draft Area Action Plan has been prepared following consideration of the representations received in respect of the Issues and Options 2019 consultation. Representations received are available to view in full on the Greater Cambridge Planning [consultation portal](#). A summary of representations is included as Appendix 2 to this document.



5.2 During 2018 a series of liaison forums were established to enable discussions with local interest groups during the preparation of the Area Action Plan. The aim of these is to provide support and advice on the development of the AAP and ensure an appropriate and successful plan is produced in accordance with current regulations. The three forums are as follows:

- Community Liaison Forum
- Landowner and Developer Interest Liaison Forum
- Local Ward Member forum

### **Community Liaison Forum**

5.3 Membership of the Community Forum comprises representatives of the following local groups:

- Cambridge Council for Voluntary Services in Arbury Court
- Cambridge Regional College
- Cambridge Sports Lake Trust
- Camcycle
- Chamber of Commerce
- FECRA Residents Association
- Fen Ditton Parish Council
- Fen Estates and Nuffield Road Residents Association (FENRA)
- Histon Road Area Residents Association (HRARA)
- Milton Parish Council
- Milton Road Residents Association
- North Cambridge Academy
- North Cambridge Community Partnership, Kings Hedges
- Nuffield Road Allotment Society
- Old Chesterton Residents Association
- Travel Plan Plus

5.4 The Community Forum was established to provide a means of continuous community input into the preparation of the AAP. Meetings of the Community Liaison Forum have continued throughout the preparation of the draft plan, usually at a venue in North East Cambridge with Council Officers in attendance. Presentations and issues discussed have included an overview of the Area Action Plan, responses to the Issues and Options 2019 consultation, evidence base reports, biodiversity, landscape character and visual appraisal, typologies, a Community and Cultural Infrastructure workshop and the forthcoming consultation process for the Draft AAP.

### **Landowner & Developer Interest Liaison Forum**

5.5 Membership of the Landowner and Developer Interest Forum comprises:

- Anglian Water (Carter Jonas)

- AWG Group Property
- Brookgate (Network Rail)
- Cambridge City Council (Carter Jonas)
- Cambridge Science Park (Trinity)
- Cambridgeshire County Council
- Cambus Ltd
- Chesterton Partnership
- Orchard Street Investment Management
- St. Johns College (Savills)
- Stagecoach East
- The Crown Trust (Cambridge Business Park)
- Trinity College (Bidwells)
- Trinity Hall (Dencora)
- U & I

5.6 Regular meetings of the Landowners and Developer Interest Forum have continued throughout the preparation of the draft plan. Presentations and discussions have included various the evidence based studies, infrastructure provision and timescales for development.

### **Local Ward Member Forum**

5.7 Membership of the Local Ward Member Forum comprises:

- Cambridge City Ward Members for East Chesterton – 3 members
- Cambridge City Ward Members for Kings Hedges – 3 members
- South Cambridgeshire District Ward Members for Fen Ditton & Fulbourn – 3 members
- South Cambridgeshire District Ward Members for Milton & Waterbeach – 3 members
- Cambridgeshire County Council Ward Member for Kings Hedges
- Cambridgeshire County Council Ward Member for Waterbeach

5.8 Meetings of the Local Ward Member Forum, attended by officers from the Greater Cambridge Shared Planning Service, have been held regularly throughout the preparation of the Draft plan.

### **Design Workshops 2019**

5.9 In addition to the three Liaison forums listed above, a sub-group of the Landowner & Developer Interest Forum was formed to further develop the design strategy underpinning the Area Action Plan. A series of Design Workshops were

held which were attended by urban designer and/or master planner representatives on behalf of each landowner.

5.10 Six Design Workshops were held during the summer of 2019 as follows:

- Design Workshop 1: Working towards a spatial framework – 24 May 2019
- Design Workshop 2: Working towards Sub-area frameworks – 11 June 2019
- Design Workshop 3: Green and Blue Infrastructure – 21 June 2019
- Design Workshop 4: Land Use – 28 June 2019
- Design Workshop 5: Community – 28 June 2019
- Design Workshop 6 – Connectivity – 4 July 2019

5.11 Event records from the Design Workshops will be available to view on the Greater Cambridge Shared Planning website, along with other supporting documents when the Draft AAP is published for consultation.

### **Cultural Placemaking Strategy Consultation 2020**

5.12 In February and March 2020 a series of consultation events were held in North East Cambridge which provided the opportunity for local residents, students and workers to suggest community facilities and activities that could contribute to the integration of new development proposals for North East Cambridge. The responses received at these events have fed into the NEC Cultural Placemaking Strategy which will be published alongside the Draft Area Action Plan.

5.13 The Cultural Placemaking engagement events are set out below:

- Cambridge Science Park – Tuesday 25 February 2020 – (12.00 – 14:00)
- Cambridge Regional College – Wednesday 26 February 2020 – (12.00 – 14:00)
- Cambridge Regional College – Friday 28 February 2020 – (12.00 – 14:00)
- Arbury Community Centre – Saturday 29 February 2020 – (12.00 – 18:00)
- Brownsfield Community Centre – Wednesday 4 March 2020 – (16.00 – 20.00)

## **6. Draft Area Action Plan Consultation Summer 2020**

6.1 A ten-week consultation period for the Draft Area Action Plan will take place from **Monday 20 July 2020 (9.00am) to Friday 25 September 2020 (5.00pm)**.

6.2 The Draft Area Action Plan will be available for inspection, along with various supporting documents and evidence base studies on the [Greater Cambridge Shared](#)

[Planning Service website](#) during the consultation period. Interested parties will be able to submit comments via the online consultation system linked to the website.

6.3 A contact telephone number and email address for the Planning Policy Team will be provided on all publicity material allowing interested parties without access to the internet to arrange to inspect the consultation documents at the following venues (subject to Covid-19 restrictions):

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge
- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne

6.4 A contact telephone number and email address for the Planning Policy Team will be provided on all publicity material allowing interested parties to purchase a copy of the Draft Area Action Plan.

6.5 Regular updates regarding the Draft Area Action Plan will be posted throughout the consultation period across all social media platforms for both the City Council and South Cambridgeshire District Council. Posts will include short 'Frequently Asked Questions' videos and will publicise North East Cambridge webinars or web chats and any face to face engagement events that may become possible during the consultation period (subject to Covid-19 restrictions).

6.6 Other ways of publicising the draft plan will include:

- Distributing a paper summary leaflet, along with a postal feedback form, to addresses on the site and in the surrounding area
- Email notifications to Statutory Consultees, including Duty to Cooperate Bodies and general consultation bodies
- Posters will be displayed at frequently visited venues i.e. local supermarkets
- A series of 'pop-up' engagement events at community venues, subject to any Covid-19 restrictions in place at the time
- A public notice in the Cambridge Independent newspaper and joint Cambridge City Council and South Cambridgeshire District Council press releases
- Distributing an information leaflet to the Gypsy and Traveller community adjacent to the North East Cambridge AAP site inviting feedback on the draft plan.
- An article in the South Cambridgeshire residents magazine – Spring 2020 edition

6.7 Contact details for further information:

- Greater Cambridge Shared Planning Service Policy Team – telephone number: (01954) 713183 / 07514 922444 or Email: [planningpolicy@greatercambridgeplanning.org](mailto:planningpolicy@greatercambridgeplanning.org)

# Appendix 1

## Cambridge Northern Fringe Area Action Plan

### Issues and Options 1 (2014)

#### Summary of main comments made against each question

##### Chapter 2 – Question 1 (Vision)

Do you support or object to this vision for CNFE? Do you have any comments?

- Respondents – 28
- Support (including qualified) - 13
- Object - 6
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q1 Vision (Support)	<ul style="list-style-type: none"><li>• Considerable support for the vision for CNFE</li><li>• New railway station is supported along with retention of railhead</li><li>• Support for new and existing waste management facilities</li><li>• The CB4 site/Chesterton Partnership able to deliver a comprehensively planned re-development of the largest brownfield site in Cambridge, without the involvement of multiple land-owning parties, ensuring the regeneration of CNFE in tandem with the new rail station opening.</li><li>• Plan will promote/create a network of green spaces and corridors to support local ecology and surface water mitigation.</li></ul>
Q1 Vision (Object)	<ul style="list-style-type: none"><li>• Object to relocation of sewage works</li><li>• Site redevelopment will require considerable public investment because:<ul style="list-style-type: none"><li>The site is in an inaccessible location</li><li>Anglian water sewage works and railway sidings hampers development potential</li><li>Power lines need to be removed</li><li>Stagecoach will need to be relocated</li><li>New railway station could increase traffic</li><li>Brookgate would have to develop site in a way that would work coherently with potential future</li></ul></li></ul>

	<p>development in the area Transport links would need to be improved</p> <ul style="list-style-type: none"> <li>• Relocate Sewage Works to enable residential use</li> <li>• Put commercial units beside A14, to provide a sound/pollution barrier</li> <li>• Need for housing rather than more commercial units</li> <li>• The aggregates railhead should be accessed by westbound off- and on-slips from and to the A14. Aggregates vehicles should not travel via the Milton Road.</li> <li>• The Household Waste Recycling Centre should stay at Butt Lane.</li> <li>• Masterplan should safeguard a route for a road across into Fen Road Chesterton. Provide a new level crossing or a bridge over the railway or extend planned foot/cycle bridge to Fen Road.</li> <li>• Vision should encourage greater site intensification.</li> <li>• Vision is unrealistic and contains no clear implementation timescales, with specific reference to: transport funding and improvements; mitigation of incompatible land uses; relocation of existing uses; land ownership fragmentation; and market demand.</li> <li>• New development must not have a detrimental effect on established businesses.</li> <li>• Specific mention of biodiversity required.</li> <li>• Include reference to the proposed Waterbeach New Town.</li> <li>• Need for much more housing and employment</li> <li>• Housing need on this site is uncertain</li> <li>• The vision needs to provide high quality urban centre</li> <li>• Site's continued use for aggregates and waste management will detract from the key objective to deliver a high-quality business centre;</li> <li>• Given the employment-led focus, 'sustainable urban living' should comprise part of the overall vision</li> </ul>
Q1 Vision (Comment)	<ul style="list-style-type: none"> <li>• Need for masterplan and comprehensive planning of CNFE</li> <li>• The development should provide everything for its residents including doctors, schools, and cemetery.</li> <li>• New Household Waste Recycling Centre unnecessary</li> <li>• Need policies for renewable and low carbon energy generation and sustainable design and construction</li> <li>• Greater emphasis on developing area as an internationally renowned business, research and development centre.</li> <li>• Site must address current access and infrastructure difficulties.</li> <li>• Essential that the whole area is master planned.</li> <li>• Station access via new road adjacent to sewage works</li> <li>• Provide covered square at CNFE and pedestrianised boulevard on existing Cowley Road</li> </ul>

	<ul style="list-style-type: none"> <li>• Relocate Police Station to CNFE</li> <li>• New NIAB-sized site for 4000+ houses adjacent to the station, in addition to the residential towers</li> </ul>
Councils' response	A revised vision has been proposed in the Issues and Options 2019 consultation.

### Chapter 3: Question 2 (Development Objectives)

**Do you support or object to these objectives and how would you improve them?**

- Respondents – 24
- Support (including qualified) - 14
- Object - 4
- Comment – 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q2 Development Objectives (Support)	<ul style="list-style-type: none"> <li>• The important issues have been identified</li> <li>• Obj. 2 supported but should support higher densities.</li> <li>• Obj. 2 and wider development objectives should reference residential land use.</li> <li>• Wildlife Trust welcomes inclusion of objective 7</li> <li>• Plan will promote / create a network of green spaces and corridors to support local ecology and surface water mitigation.</li> <li>• Objective 3 &amp; 6 considered most important</li> </ul>
Q2 Development Objectives (Object)	<ul style="list-style-type: none"> <li>• Objectives are currently too generic and require further clarity.</li> <li>• Objectives need strengthening to reflect scale/ density of development necessary to attract momentum. Specific goals are key to: <ul style="list-style-type: none"> <li>• achieve relocation/ reconfiguration of water treatment plant</li> <li>• provide substantial new employment opportunities</li> <li>• provide residential development on a sufficient scale - more vibrant/ highly sustainable</li> <li>• consider denser utilisation/ regeneration (eg Science Park)</li> <li>• create connectivity between Science Park, city centre, NE/E Cambridge, villages, beyond</li> <li>• enable preparation of detailed, phased master plan -</li> </ul> </li> </ul>



	<p>a clearer vision underpinning redevelopment of overall area - including integration of denser developments - enhanced viability and associated quality</p> <ul style="list-style-type: none"> <li>• Objectives should ensure the importance of integrating new development with existing development. Appropriate land use relationships need to be secured between new and existing development to ensure neighbouring land uses are compatible with each other.</li> <li>• Objectives are ambitious and not based upon fully researched realistic outcomes.</li> <li>• Objectives should focus on: <ul style="list-style-type: none"> <li>• what is deliverable in next five years</li> <li>• development standards</li> <li>• phasing of land use changes with implementation of new transport links</li> <li>• relocation of existing industrial uses (including assessment of alternative locations)</li> <li>• Objectives should also focus on mixed use scheme while retaining as many existing industrial uses</li> </ul> </li> <li>• Proposed objectives should: <ul style="list-style-type: none"> <li>• emphasis the contribution CNFE will make to the wider regeneration and growth agenda of Cambridge</li> <li>• include the need to ensure a well-coordinated and integrated approach between CNFE and Waterbeach New Town</li> <li>• emphasis the need to maximise the potential of the railway station</li> </ul> </li> <li>• Include a specific reference to residential to provide support for better balance of land uses.</li> <li>• Include a specific reference to mixed use development; zoning approach could work against well designed buildings.</li> <li>• Stronger connections required to wider area for effective integration.</li> <li>• Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood.</li> <li>• Current imbalance of land uses could increase carbon footprint, encourage unsustainable travel behaviour and add to emissions.</li> <li>• Further objective needed which highlights potential interface of site not only with immediate neighbourhood but also with more distant locations which can access it through sustainable travel modes.</li> <li>• Complex scheme higher ambitious/ coherent manner needed regarding the quality and type of employment uses proposed for the AAP area within these objectives.</li> <li>• When Sewage Works are removed, area needs to incorporate a new residential area with low-energy housing,</li> </ul>
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	community facilities, public open spaces, school and shops linked primarily with foot/cycle paths and bus/roads on the periphery.
Q2 Development Objectives (Comment)	<ul style="list-style-type: none"> <li>• No excuse to move the Sewage Works</li> <li>• Just as important to maximise affordable housing and schools as it is to maximise employment opportunities</li> <li>• Consideration for a new direct route for cyclists from Abbey to the new station needed</li> <li>• Objective 2 - Amend to ensure the land uses are compatible with neighbouring uses.</li> <li>• New objective to encourage low carbon lifestyle, minimisation of waste both during construction and occupational use and address climate change issues.</li> <li>• New / amend objective to include the consideration for health</li> <li>• The CNFE plan will promote the creation of a network of green spaces and corridors, incorporating ecological mitigation and enhancement and measures to manage surface water.</li> <li>• Important to ensure that the current business research and development and technology function is not diluted.</li> <li>• Useful to identify 'character areas' to confirm the established nature of different parts of the AAP area.</li> <li>• Consideration needs to be given to how to integrate with the wider community given the perceived and physical barriers surrounding the CNFE.</li> <li>• Important to emphasise the quality of the employment opportunities, reflecting the significant training and apprenticeships opportunities that the employment use here could generate, both during construction and afterwards.</li> <li>• Any new local centre needs to capitalise on both local needs and those using the new station to make sure sustainable and vibrant for extended hours. This ideally means co-location of such facilities but if the planned location of the station prevents this, links between the two are considered important.</li> <li>• This should also mean being well-connected with existing users so for example the owners of Cambridge Business Park and St John's Innovation Centre could be encouraged to create better physical connections, particularly for pedestrian and cyclists, with the new station and the remainder of the CNFE AAP area.</li> </ul>
Councils' response	Objectives has been proposed in the Issues and Options 2019 consultation.

## Chapter 4 – Question 3 (AAP boundary)

### Do you support or object to the current area identified for the AAP?

- Respondents – 26
- Support (including qualified) - 17
- Object - 6
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q3 AAP boundary (Support)	<ul style="list-style-type: none"> <li>• Area needs rejuvenation and should improve the North side of the City</li> <li>• Support CNFE area and Option B boundary extension</li> <li>• CNFE boundary is concurrent with the Draft Local Plans</li> <li>• The economic development perspective is supported</li> </ul>
Q3 AAP boundary (Object)	<ul style="list-style-type: none"> <li>• Expand eastern boundary to include current Traveller's site for new housing.</li> <li>• Remove sewage works from CNFE</li> <li>• St Johns Innovation Centre and the other business premises including the Cambridge Business Park do not need redevelopment or intensification</li> <li>• The St John's Innovation land should be included within the CNFE provided that there are no more onerous conditions or policies applied to the CNFE plan area</li> <li>• Boundary needs to include the area to the East of the railway (Fen Road)</li> <li>• The eastern boundary should be re-drawn to include land either side of Fen Road and up to the River Cam, with the proviso that development in that area should not compromise Green Belt principles.</li> </ul>
Q3 AAP boundary (Comment)	<ul style="list-style-type: none"> <li>• The AAP boundary is defined in the respective draft Local Plans for Cambridge City and South Cambridgeshire and therefore in procedural terms any amendments may be problematic and should only be contemplated if there are clear and convincing merits in so doing. St John's Innovation Park should only be retained within boundary if it can be allowed to be intensified otherwise it should be excluded</li> <li>• Retain screening within plan and be taken into account for potential waste applications on Anglian Water site</li> <li>• The relationship to the Traveller and Gypsy site should be explored in order to protect the site and associated access.</li> </ul>
Councils'	Views are sought on a revised AAP boundary in the Issues and

response	Options 2019 consultation.
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## Chapter 4: Question 4 (AAP boundary extension – Option A Cambridge Science Park)

### Do you support or object to the extension of the CNFE AAP to include Option A – The Cambridge Science Park?

- Respondents – 27
- Support (including qualified) - 12
- Object - 9
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q4 AAP boundary extension Option A – Cambridge Science Park (Support)	<ul style="list-style-type: none"> <li>• Area should be included in order to retain control over intensification</li> <li>• Include Cambridge Science Park in order to fully address site and station</li> <li>• Include Cambridge Science Park because this would provide comprehensive redevelopment principles to both sites, which are adjacent, benefit from the same transport hub, and share similar problems of access</li> <li>• Support for proposed boundary and Option 'A' extension to include Cambridge Science Park to ensure satisfactory transport modelling is completed.</li> </ul>
Q4 AAP boundary extension Option A – Cambridge Science Park (Object)	<ul style="list-style-type: none"> <li>• Inclusion of the Science Park would require a dilution of the aims set out in the proposed AAP vision and objectives</li> <li>• Little or no direct relevance of the Science Park to the significant development opportunities that exist further to the east</li> <li>• Sufficient policy controls already exist for the Cambridge Science Park</li> <li>• Cambridge Science Park is an existing facility while CNFE is a regeneration development</li> <li>• Cambridge Science Park should be treated as a separate AAP if redevelopment guidance for the park is needed.</li> <li>• No explicit need for the Cambridge Science Park to be included in CNFE boundary</li> <li>• Unclear why Cambridge Regional College has been included in boundary</li> <li>• AAP not needed to drive large scale redevelopment onsite</li> </ul>

	<ul style="list-style-type: none"> <li>• Policy E/1 of the draft South Cambridgeshire Local Plan would facilitate the redevelopment of the Cambridge Science Park</li> <li>• Science Park already developed; option to include it is confusing and unwarranted.</li> </ul>
Q4 AAP boundary extension Option A – Cambridge Science Park (Comment)	<ul style="list-style-type: none"> <li>• Replace buildings 2 to 24b at the Cambridge Science Park with medium density development with carbon-neutral, radical, sustainable development</li> <li>• Unclear about the reasons for including the Cambridge Science Park other than for reasons to do with traffic entering/leaving the area.</li> <li>• Inclusion of the Cambridge Science Park (Option A) may be beneficial in the long-term in delivering a more sustainable and well-connected development and in achieving Draft Policy E/1 of the South Cambridgeshire Local Plan. However, the inclusion should be further explored regarding Local Plans development' its inclusion should not delay the proposed investment and development on the remainder of the CNFE area.</li> </ul>
Councils' response	Views are sought on a revised AAP boundary in the Issues and Options 2019 consultation which includes the Science Park.

## Chapter 4 – Question 5 (AAP boundary extension – Option B Chesterton Sidings Triangle)

### Do you support or object to the extension of the CNFE AAP to include Option B – The additional triangular area south of Chesterton Sidings?

- Respondents – 27
- Support (including qualified) - 25
- Object - 0
- Comment – 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q5 AAP boundary extension Option B – Chesterton	<ul style="list-style-type: none"> <li>• This option will support Objective 6 &amp; 8</li> <li>• Support the lands inclusion if it is needed to for the comprehensive development of the new station and immediate surroundings.</li> </ul>

Sidings Triangle (Support)	<ul style="list-style-type: none"> <li>• Include if it maintains or improves access to the railway station</li> <li>• Option enhances the green transport options for CNFE</li> <li>• Option enhances important cycle and pedestrian links to the south</li> <li>• Option will support improved cycle and pedestrian links and the Chisholm Trail</li> </ul>
Q5 AAP boundary extension Option B – Chesterton Sidings Triangle (Comment)	<ul style="list-style-type: none"> <li>• In the approved station plans, this area is earmarked for species-rich grassland as part of ecological mitigation</li> <li>• Link across the railway and river very important</li> <li>• Keen for the Chisholm Trail to progress</li> <li>• Area should be a designated transport connection between the station, surrounding developments and the Chisholm Trail.</li> <li>• Replacement location needed before existing site can be released</li> </ul>
Councils' response	Modifications to the Local Plan included this area within the Cambridge Northern Fringe East policy area.

## Chapter 4 – Question 6 (Naming the development area)

**This area is planned to change significantly over coming years. What do you think would be a good new name for this part of Cambridge?**

- Respondents – 17
- Support (including qualified) - 3
- Object - 0
- Comment – 14

Question	Key Issues from CNFE Issues and Options consultation 2014
Q6 Naming the development area (Comment)	<ul style="list-style-type: none"> <li>• Area name should not be decided by an individual landowner</li> </ul>
Councils' response	Issues and Options 2019 identifies the area as Cambridge Northern Fringe.

## Chapter 4 – Question 7a (Naming the proposed new railway station Cambridge Science Park)

### Do you support or object to the new railway station being named Cambridge Science Park Station?

- Respondents - 24
- Support (including qualified) - 11
- Object – 12
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7a Naming the proposed new railway station (Support)	<ul style="list-style-type: none"> <li>• It is already 'known' as that.</li> <li>• It identifies the location of the new station</li> <li>• The Cambridge Science Park is the best known of the groups of offices in this area and is often referred to as representing all of them</li> <li>• World renowned centre of technological and business excellence</li> </ul>
Q7a Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>• Cambridge North so when Addenbrookes has a station that can be called Cambridge South</li> <li>• Station not on Science Park; the name is misleading</li> <li>• Station is more than just for the Science Park</li> <li>• Cambridge Science Park is 1/2mile west of the station</li> <li>• Object to name Chesterton Interchange Station</li> <li>• Naming new station after Science Park would be misleading resulting in poor legibility</li> <li>• Station not at the Science Park</li> <li>• Should not be called Cambridge Science Park</li> <li>• Name is misleading and confusing</li> </ul>
Q7a Naming the proposed new railway station (Comment)	<ul style="list-style-type: none"> <li>• Station will benefit from name based affiliation</li> <li>• If option (a) emerges as a key descriptor then name should become Cambridge Science Parks in recognition of proximity of several relevant campuses.</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## Chapter 4 – Question 7b (Naming the proposed new railway station Chesterton Interchange Station)

Do you support or object to the new railway station being named Chesterton Interchange Station?

- Respondents – 15
- Support (including qualified) - 0
- Object - 14
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7b Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>• Cambridge North so when Addenbrookes has a station that can be called Cambridge South</li> <li>• It is neither in Chesterton nor is it an interchange</li> <li>• Nobody outside Cambridge will know where it is</li> <li>• Gives wrong impression</li> <li>• Searching online, people will not realise this station in Cambridge without Cambridge at the beginning</li> <li>• Station is not an interchange; it is a new destination</li> <li>• Unimaginative</li> <li>• Cambridge North</li> <li>• Name is misleading; Station is not an interchange with other railways</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## Chapter 4 – Question 7c (Naming the proposed new railway station Cambridge North Station)

Do you support or object to the new railway station being named Cambridge North Station?

- Respondents - 30
- Support (including qualified) - 24
- Object - 2
- Comment: 4



Question	Key Issues from CNFE Issues and Options consultation 2014
Q7c Naming the proposed new railway station (Support)	<ul style="list-style-type: none"> <li>• Describes what it will be</li> <li>• Makes sense</li> <li>• Cambridge North so when Addenbrookes has a station that can be called Cambridge South</li> <li>• Appropriate as tied to the wider geographical area that it serves is more inclusive</li> <li>• Name is suited giving the area a higher profile</li> </ul>
Q7c Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>• Unimaginative</li> </ul>
Q7c Naming the proposed new railway station (Comment)	<ul style="list-style-type: none"> <li>• Already called Cambridge Science Park and clearly identifies the location</li> <li>• Name must start with Cambridge to aid online searching</li> <li>• CNFE station should be called Cambridge Park Station &amp; City station should be called Cambridge station to improve legibility and help tourists who visit the city</li> <li>• If "science park" emerges as part of this consultation as a key descriptor, we contend that it should be used in the plural - "Cambridge Science Parks" - in recognition of proximity of several relevant campuses.</li> <li>• Identifies in Cambridge and geographically to the north.</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## Chapter 4 – Question 7d (Naming the proposed new railway station Cambridge Fen Station)

### Do you support or object to the new railway station being named Cambridge Fen Station?

- Respondents – 13
- Support (including qualified) - 1
- Object - 11
- Comment – 4

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation</b>
Q7d Naming the proposed new railway station (Support)	<ul style="list-style-type: none"> <li>• Beside Fen Road at Chesterton Fen, near Fen Ditton, and at the junction to Fen Drayton</li> </ul>
Q7d Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>• Misleading - Station not in the Fen</li> <li>• Name not representative of the location</li> <li>• Undermines proposed vision which is for integration into Cambridge</li> <li>• Won't be in Fens once built around</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## **Chapter 4 – Question 7e (Naming the proposed new railway station - other suggestions)**

### **Do you have any other suggestions for naming the new railway station?**

- Respondents - 10
- Support (including qualified) - 0
- Object - 1
- Comment - 9

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q7e Naming the proposed new railway station (Comment)	<ul style="list-style-type: none"> <li>• Cambridge North</li> <li>• Cambridge Science Park</li> <li>• CNFE station should be called Cambridge Park Station &amp; City station should be called Cambridge station to improve legibility and help tourists who visit the city</li> <li>• Cambridge Fen Gateway Station</li> <li>• Milton</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## Chapter 6 – Question 8 (Site context and constraints)

**Do you have any comments on the site context and constraints, and what other issues and constraints should be taken into account in the preparation of the Area Action Plan?**

- Respondents – 27
- Support (including qualified) - 1
- Object - 3
- Comment - 23

Question	Key Issues from CNFE Issues and Options consultation 2014
Q8 Site context and constraints (Support)	<ul style="list-style-type: none"> <li>• Supporting focus on cycle and pedestrian infrastructure and prioritising this. Ensure area is easy and safe to get to by bike – this is crucial if the council is to limit increased vehicular congestion.</li> </ul>
Q8 Site context and constraints (Object)	<ul style="list-style-type: none"> <li>• Site Constraints. These include:               <ul style="list-style-type: none"> <li>○ Financial viability.</li> <li>○ Inaccessible location</li> <li>○ Anglian Water sewage works and railway sidings hampers development potential</li> <li>○ Power line would need to be removed.</li> <li>○ Relocation of stagecoach needed.</li> <li>○ New station could increase traffic.</li> <li>○ Brookgate would have to develop site in a way that would work coherently with potential future development in the area.</li> <li>○ Transport links would need to be improved.</li> </ul> </li> <li>• We object strongly to the siting of such a new recycling centre as shown in the four options.</li> </ul>
Q8 Site context and constraints (Comment)	<p>Facilities/land uses</p> <ul style="list-style-type: none"> <li>• Reconsider relocation of water recycling centre</li> <li>• Sewage works should remain where they are</li> <li>• The Sewage Works should be removed to permit a greater proportion of residential development where the ground conditions permit</li> <li>• If the site is largely unsuitable for dwellings both in terms of costs to mitigate contamination and odour issues why would it be conceivable that developments such as restaurants and cafés would be viable?</li> <li>• There is the potential through the redevelopment of the site to enhance the First Public Drain, with surface water mitigation, ecological or aesthetic values using a number of possible hydrogeological improvements.</li> </ul>

- Lack of information on traffic and junction layout prevents the assessment of relative impact of options.
- Household Waste Recycling Centre could be relocated; further research will be needed to explore this constraint
- Need for housing uncertain on this site against competing land uses
- Relocation of non-conforming uses is desirable
- Open space needs careful thought
- Loss or replacement of the golf driving range not adequately addressed
- Protection of the waste facility is contradictory to the aim of the AAP
- Unsuitable access for household recycling facility; too close to Jane Coston Bridge and crosses protected verge land.

#### Transport

- Network Rail's disused private access road from Milton Road to Chesterton railway sidings running along the north side of the Business Park should be made into a public footpath and cycleway travelling to and from the new railway station.
- Crown Estate should install side entrances on the North side of the Cambridge Business Park
- Local parking will have an impact on local residents
- How will local buses be improved
- Milton Road is already at capacity. Direct access to and within the site should be prioritised for pedestrians, cyclists and users of the guided bus (to discourage use of cars).
- Aggregate lorries should be restricted to the northern perimeter.
- Highway capacity remains a significant constraint requiring further investigation with a mitigation strategy developed as part of any future development proposals.
- Need to reflect all transport modes
- Until updated evidence base including sensitivity testing and transport modelling data is available and understood, there is no benefit with developing the AAP until they are available.
- CNFE should not proceed without Network Rail allowing a cycle and foot path along their land south of Cowley Road
- Need to focus on cycle and pedestrian infrastructure
- Good access for pedestrians and cyclists requires careful consideration

#### Utilities

- Consider safeguarding the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, which could be a cheaper route for a sewage connection under the railway to Fen Road residents.
- Surface water runoff should be controlled to avoid flooding commercial premises and residences in Fen Road.

	<p>Design</p> <ul style="list-style-type: none"> <li>• Buildings on the site should be no taller than three floors.</li> <li>• There should be NO ugly/massive/inhuman 'statement' or 'gateway' buildings on the site.</li> </ul> <p>Links with neighbouring developments</p> <ul style="list-style-type: none"> <li>• Need to provide contextual strategic developments to ensure well-coordinated and integrated developments i.e. Waterbeach and associated transport links</li> <li>• Greater focus should be given to how the wider region (e.g. major housing development West of Cambridge) can access CNFE</li> </ul> <p>Other</p> <ul style="list-style-type: none"> <li>• Contamination should not be overstated and seen as a barrier to development. The current odour maps do not reflect Anglian Water's proposed WRC upgrades and should be re-visited</li> <li>• The issue of land ownership and a commitment of landowners to bring forward land remains a critical feature of the Plan. Whilst the presence of Anglian Water is important it is the case that development can still proceed nearby where appropriate mitigation measures are put in place.</li> <li>• Would the regeneration of the AAP site for residential, office and R&amp;D purposes be the most advantageous way to provide employment opportunities on this site for those as described in paragraph 6.4 of the consultation document, adjacent "disadvantage communities"?</li> <li>• Need to safeguard the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, a potentially cheaper route for a sewage connection under the railway to Fen Road residences.</li> <li>• Odour issues for WRC key</li> <li>• Density strategy is key and locations for this need careful thought as well.</li> </ul>
Councils' response	Views are sought on constraints in the Issues and Options 2019 consultation, and other issues including transport, design, and surface water drainage.

## Chapter 7 – Question 9 (Development Principles)

Do you support or object to the Development Principles (A to P)? Please add any comments or suggestions.

- Respondents – 25
- Support (including qualified) - 12
- Object - 6
- Comment - 7

Question	Key Issues from CNFE Issues and Options consultation 2014
Q9 Development Principles (Support)	<ul style="list-style-type: none"> <li>• Principles               <ul style="list-style-type: none"> <li>• Support for A, B, D, F, G, L, M, N, O &amp; P</li> <li>• Support B, leisure facilities and open space.</li> <li>• Principals E, F and G will maximise the Employment opportunities of the area.</li> <li>• Support development principle M; in particular the recognition of the importance of biodiversity features being part of a well-connected network.</li> <li>• Subject to highways access issues highlighted above, support these principles to maximise employment opportunities, but would like to see further emphasis on the B1(b) uses.</li> </ul> </li> <li>• Objectives               <ul style="list-style-type: none"> <li>• Amend Objective B to read "By creating a sustainable, cohesive and inclusive area by ensuring there is appropriate support, improving access to jobs, homes, open space, leisure facilities and other services within the development and to the wider community".</li> <li>• 2 &amp; 3 most important</li> <li>• Support for the principle of locating higher density development in close proximity to the transport hubs.</li> </ul> </li> </ul>
Q9 Development Principles (Object)	<ul style="list-style-type: none"> <li>• Without changing Development Principles, these will be used to justify the relocation of the Sewage Works to a greenfield site. The existing Sewage Works and underground piping represents a vast investment.</li> <li>• Objective 1               <ul style="list-style-type: none"> <li>• A -Current planning mustn't be overturned by commercial interests.</li> <li>• A - Is a piecemeal approach lacking the coherence and critical mass needed to maximise the potential the area has to contribute to the future of the City and South Cambs.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• B - No to commercial/industrial as this would attract more attract traffic</li> <li>• Objective 2 <ul style="list-style-type: none"> <li>• Need explicit references to: high densities given the highly sustainable location of CNFE the provision of residential use to meet the need identified in para 1.13</li> <li>• C - Object to the development of R&amp;D, industrial or commercial purposes unless these are on the perimeter of the site.</li> <li>• D - The guided busway route should retain wide pedestrian and cycle paths beside it, with trees and hedges to protect each from the other and to provide wind protection. Footpaths and cycle paths should be permitted the direct routes; cars should be directed via longer routes to preserve open green space.</li> </ul> </li> <li>• Objective 3 <ul style="list-style-type: none"> <li>• E - Should be a greater proportion of residential development than industrial.</li> <li>• G - Sewage works should be moved.</li> <li>• G – relocate</li> </ul> </li> <li>• Objective 4 <ul style="list-style-type: none"> <li>• H - A sustainable new community should be developed with community buildings, local shops houses and a school.</li> </ul> </li> <li>• Objective 5 <ul style="list-style-type: none"> <li>• I - object to 'development forms' which are large, tall, ugly, conceived as a 'gateway' and poorly designed. I would require human-scale, attractive buildings which are fit for purpose with green space attractive for public use between them.</li> <li>• J - cyclists/pedestrians should have priority. Cars should use the periphery.</li> </ul> </li> <li>• Objective 6 <ul style="list-style-type: none"> <li>• K - Object to the 'creation of a gateway' which implies a combination of tall, overbearing buildings and draughty, overshadowed streets between them.</li> </ul> </li> <li>• Other <ul style="list-style-type: none"> <li>• The development, by trying to satisfy development for everyone lacks focus.</li> <li>• There is significant economic potential to promote the wider Cambridge North area including Cambridge Northern Fringe and A10 corridor such as the Research Park and Waterbeach New Town.</li> </ul> </li> </ul>
<p>Q9 Development Principles (Comment)</p>	<ul style="list-style-type: none"> <li>• Access and traffic must be fully addressed</li> <li>• Refer to the Water Recycling Centre as the Sewage Works</li> <li>• Opportunities identified for the CNFE reflect need to</li> </ul>

	<p>maximise employment opportunities &amp; the St. John's Innovation Park must play a role in this approach</p> <ul style="list-style-type: none"> <li>• Objective 4 (Principles C &amp; D) <ul style="list-style-type: none"> <li>• C - Is too commercially focussed and could work against the need for balanced mix of uses to deliver the most sustainable place that is well integrated with adjoining communities and provides real benefit to those communities. A principle relating to the new residential community envisaged within the AAP area would provide better balance.</li> <li>• C - Should be strengthened to make it abundantly clear that the Council is seeking for CNFE to be delivered as a high quality, exemplar commercial-led scheme. As written the objective does not provide for this important aspiration.</li> <li>• C - Inadequate emphasis to the employment-led priority for the area and appears to give too much encouragement to residential uses;</li> <li>• D - Do not agree that this should be focused "around the transport hub" which implies the new railway station. May be appropriate for CB1 but not for CNFE</li> <li>• C &amp; D - do not make any reference to residential under Objective 2.</li> </ul> </li> <li>• Objective 3 (Principles E, F &amp; G) <ul style="list-style-type: none"> <li>• Objective 3 shouldn't get highest priority.</li> <li>• Maximising employment opportunities should include existing developments and brownfield regeneration sites.</li> <li>• F - "Where possible" too loosely worded; Principle dependent on cost. Developers should provide the same facilities at a limited % extra cost to where they are currently, or for a limited time. Current light industrial users may not be able to afford to stay with no obvious location for them to move to.</li> <li>• F - Should have a higher ambition of relocating existing businesses, particularly where they are non-conforming, as being "appropriate" and not merely as "possible".</li> <li>• G - Should not be automatically assumed that the strategic aggregates railhead will be required to be retained on the CNFE site in perpetuity. There may be opportunities to consider other locations whereby its presence will not detract from the quality of development that the Council should be properly seeking at CNFE.</li> <li>• G - Gives unqualified support for difficult uses (aggregates and waste) without recognising their potential to compromise the quality of the development achievable.</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• Objective 5 (Principles I &amp; J) <ul style="list-style-type: none"> <li>• Reference to mixed use development should be included; zoning approach could work against well designed buildings.</li> </ul> </li> <li>• Objective 6 (Principles K &amp; L) <ul style="list-style-type: none"> <li>• Stronger connections required to wider area for effective integration. Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood.</li> <li>• K - Needs to be broadened to reflect and recognise the other transport modes and routes by which people will access the CNFE area. As written it largely assumes that the railway station and the busway alone are what makes the area a transport hub. That is short-sighted as there is other transport infrastructure such as cycle routes, roads and conventional buses that can equally provide ready access to and from CNFE.</li> <li>• Care needed with delivery of Principle L alongside existing and planned mineral and waste activity to avoid conflict.</li> </ul> </li> <li>• Objective 7 (Principles M, N &amp; O) <ul style="list-style-type: none"> <li>• Dev Principle M. Allow the strip of land beside the ditch along Cowley Road to remain a green space with a footpath along it.</li> <li>• As watercourses are included, we suggest a change to "...a network of green and blue spaces..."</li> <li>• We also suggest removing the word "attractive" as this is a very subjective idea and not relevant to benefitting biodiversity.</li> <li>• N - Every opportunity should be taken to make the site greener. <ul style="list-style-type: none"> <li>• O – Caveat this objective by the addition of the words "where necessary".</li> </ul> </li> </ul> </li> <li>• Objective 8 (Principle P) <ul style="list-style-type: none"> <li>• Requires a mixed community - current imbalance of land uses will increase carbon footprint, encourage unsustainable travel behaviour and add to emissions.</li> <li>• Larger scale and denser development should be centrally located within the AAP area and should not be reflected by the erection of large scale buildings at the eastern edge of the wider site - i.e. where the railway station is to be situated.</li> <li>• The scale, massing and density of development should step down where the CNFE area adjoins and interacts with open countryside and could impact adversely on the setting of the City unless carefully managed and integrated.</li> <li>• There is an obvious interface for an aggregation of</li> </ul> </li> </ul>
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	<p>larger scale buildings where the designated CNFE area meets with the existing parks in the area, such as St John's Innovation Park, the Cambridge Business Park and the Cambridge Science Park.</p> <ul style="list-style-type: none"> <li>• Other <ul style="list-style-type: none"> <li>• Support for the addition of a new local centre within the AAP area which will meet the needs of existing and future workers and residents.</li> <li>• Additional development principle needed to ensure essential services /infrastructure retained or provided such as Household Recycling Centre.</li> <li>• Include 'health' to address deprivation in/around Chesterton.</li> </ul> </li> </ul>
Councils' response	Views are sought on a revised approach to the area in the Issues and Options 2019 consultation.

## Chapter 8 – Question 10 (Redevelopment Options – Option 1)

**Do you support or object to the proposals for the CNFE area as included in Option 1? Please provide comments on what you like or dislike about this option.**

- Respondents – 40
- Support (including qualified) - 17
- Object - 15
- Comment - 8

<b>Question 10 –</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Option 1 - Vision	<ul style="list-style-type: none"> <li>• Not a strategic vision</li> <li>• Greater ambition is required to deliver a transformational gateway regeneration scheme.</li> <li>• Inefficient use of the site</li> <li>• Does not offer sufficient ambitious vision for this vitally important site</li> <li>• Option would be appropriate as it leaves provisions for sensible future development of the water recycling site</li> <li>• Anglian Water's preferred option.</li> <li>• The most realistic outcome given land ownership, land use and infrastructure delivery constraints associated with AAP site.</li> <li>• Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable</li> </ul>

	<p>density of development required to exploit the significant investment in the transport.</p> <ul style="list-style-type: none"> <li>• Would limit the development potential, the infrastructure and connectivity improvements and the role of the new station</li> </ul>
Option 1 - General land uses	<ul style="list-style-type: none"> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Key and the plan need amending to ensure that plot densification also applies to the St John's Innovation Park.</li> <li>• Fails to propose any new residential development or a local service hub</li> <li>• No opportunity for urban living.</li> <li>• Will not provide a mix of land uses at densities that make best use of the site.</li> <li>• Inconsistent with the development objectives to create a sustainable community</li> <li>• Fails to acknowledge the potential for "plot densification" on the Innovation Park.</li> <li>• Juxtaposition of areas which host very differing use classes will be difficult to control in terms of noise, odour and vibration</li> <li>• The B1 provision should not feature B1(b) uses.</li> <li>• Leaves significant area of underused land with non-conforming use</li> <li>• Does not maximise the opportunity for a vibrant new employment-led development and maintains the status quo to a very substantial degree save for localised redevelopment of specific plots.</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> </ul>
Option 1 – Specific use issues	<ul style="list-style-type: none"> <li>• Remove Wastewater Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.</li> <li>• The odour footprint should be updated</li> <li>• HWRC would be a compatible use with the WRC.</li> <li>• Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park.</li> <li>• Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE</li> </ul>
Option 1 - Transport	<ul style="list-style-type: none"> <li>• The aggregates area in this option effectively blocks any possible level crossing to Fen Road.</li> <li>• Support promotion of sustainable transport and movement by improving permeability and access to key routes</li> <li>• Lack of information about traffic and junction layout does</li> </ul>

	<p>not allow an assessment to be made about the impact on existing businesses.</p> <ul style="list-style-type: none"> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.</li> <li>• Station car park and taxi rank should be sited a minimum of 100 metres away.</li> <li>• Cowley Road should be pedestrianised</li> <li>• New pedestrian access points to the Business Park</li> <li>• Nuffield Road access should be via Milton Road</li> <li>• Current environment along Cowley Road is very unwelcoming, especially for pedestrians.</li> <li>• More detailed transport assessment work required</li> </ul>
Option 1 - Environment	<ul style="list-style-type: none"> <li>• Not enough green space</li> <li>• A great opportunity for providing the City of Cambridge with a new green lung, which could include appropriate leisure opportunities and help to re-balance the current trend to over-development.</li> <li>• Improved landscaping supported</li> <li>• Leaves open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 1 - Viability	<ul style="list-style-type: none"> <li>• Viability testing needed.</li> <li>• Not the best option, but viable as a solution, with no obvious problems.</li> </ul>
Option 1 – Other comments	<ul style="list-style-type: none"> <li>• The "Household Waste Recycling Centre and inert recycling facility" referred to in Option 1 requires a definition in Appendix 3 (Glossary of Terms).</li> </ul>

## Chapter 8 – Question 11 (Redevelopment Options - Option 2)

Do you support or object to the proposals for the CNFE area as included in Option 2? Please provide comments on what you like or dislike about this option.

- Respondents – 41
- Support (including qualified) - 13
- Object - 19
- Comment - 9

Question 11	Key Issues from CNFE Issues and Options consultation 2014
Option 2 - Vision	<ul style="list-style-type: none"> <li>• Not a strategic vision</li> <li>• Does not offer sufficient ambitious vision for this vitally important site</li> <li>• This quantum of development would be more likely to allow for the development principles outlined in the Issues and Options paper to be implemented.</li> <li>• Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.</li> <li>• Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport.</li> <li>• Appears to strike a good balance between delivery and ambition however it is not without its own constraints</li> <li>• Proposes a more balanced mix of land uses and maintains the potential for early delivery, however there remains scope to further improve upon the efficiency of the use of the land</li> </ul>
Option 2 – General land uses	<ul style="list-style-type: none"> <li>• 'Sacrifices' commercial land for more residential land when the emerging Local Plan is not dependent on such development coming forward.</li> <li>• Will potentially result in the loss of the bus depot</li> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> <li>• St John's Innovation Park should be considered as having the same potential for the intensification of employment provision.</li> <li>• Re-configured aggregates railhead and sidings supported to replace the existing aggregates railhead lost by the development of the new station.</li> </ul>

	<ul style="list-style-type: none"> <li>• The replacement of this railhead is paramount to the continued supply of aggregates for development of both the local and wider Cambridgeshire area.</li> <li>• Leaves significant area of underused land with non-conforming use (WWTW) which constrains development</li> <li>• Approve of the housing development, must insist on 40% affordable</li> <li>• Not clear that area would be attractive place to live and therefore not convinced that this option is appropriate at this time.</li> <li>• Residential development, particularly near the station is supported as is the proposed increase in Offices/R &amp; D with associated job creation and the development of a local centre.</li> </ul>
Option 2 – Specific use issues	<ul style="list-style-type: none"> <li>• Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.</li> <li>• The odour footprint should be updated</li> <li>• Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE</li> <li>• HWRC would be a compatible use with the WRC. Exact location of it would need to be the subject of further investigation.</li> <li>• Replacement bus depot location needed before existing site can be released</li> <li>• Residential development within the 1.5 odour contour should be removed</li> <li>• Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park.</li> <li>• Does not take into account the loss of the golf driving range.</li> </ul>
Option 2 - Transport	<ul style="list-style-type: none"> <li>• The aggregates area in this option effectively blocks any possible level crossing to Fen Road.</li> <li>• More detailed transport assessment work required</li> <li>• The provision of a new Heavy Goods Vehicle access is supported to provide a more efficient, direct and safe access to the railhead and other industrial areas.</li> <li>• Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot</li> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.</li> <li>• Cowley Road should be pedestrianised</li> <li>• New pedestrian access points to the Business Park</li> <li>• Nuffield Road access should be via Milton Road</li> <li>• Station car park and taxi rank should be sited a minimum of</li> </ul>

	<p>100 metres away.</p> <ul style="list-style-type: none"> <li>• Support promotion of sustainable transport and movement by improving permeability and access to key routes</li> <li>• Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses</li> <li>• There is significant doubt on whether necessary infrastructure upgrades such as the Milton Road interchange will all be in place on time to meet with the residential, office and R&amp;D sector demands.</li> </ul>
Option 2 - Environment	<ul style="list-style-type: none"> <li>• Improved landscaping, and a 'green boulevard' along Cowley Road</li> <li>• Support proposed increase in informal open space provision, but could be improved.</li> <li>• Leaves open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 2 - Viability	<ul style="list-style-type: none"> <li>• Viability testing needed</li> <li>• Option most likely should Option 3 not be feasible or viable</li> </ul>

## Chapter 8 – Question 12 (Redevelopment Options - Option 3)

**Do you support or object to the proposals for the CNFE area as included in Option 3? Please provide comments on what you like or dislike about this option.**

- Respondents – 43
- Support (including qualified) - 11
- Object - 21
- Comment - 11

<b>Question 12</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Option 3 - Vision	<ul style="list-style-type: none"> <li>• More considered option than 1 and 2</li> <li>• Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.</li> <li>• Urge the local authorities and Anglian Water to work together to find solutions that would allow it to be achieved.</li> <li>• Option too ambitious and will never happen.</li> <li>• A better option than 1 or 2 but density approach is flawed</li> <li>• Waste water consolidation does not provide for enhanced balance of uses and delivery of place that supports sustainable urban living with well balanced mix of uses.</li> <li>• Current zonal planning of the residential areas as shown on the plan needs additional design</li> <li>• The area will benefit more from strategic long term transformation</li> </ul>
Option 3 – General land uses	<ul style="list-style-type: none"> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Replacement of railhead paramount to continued supply of aggregates for development of both local and wider Cambridgeshire area.</li> <li>• Approve of the housing development, must insist on 40% affordable</li> <li>• Option 3 is a stepping-stone to this option and could be an interim solution. Further housing could be added later.</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> <li>• The imbalance between residential and employment uses coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area.</li> <li>• Further B1 and research and development uses would complement the area around the St John's Innovation Park and at Cambridge Business Park</li> </ul>
Option 3 – Specific use issues	<ul style="list-style-type: none"> <li>• Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.</li> <li>• Not advisable to relocate the Water Recycling Centre and no alternative site suggested.</li> <li>• The reconfiguration of the Waste Water Recycling Centre site is not realistic within the plan period. The option is unproven</li> <li>• Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&amp;D</li> </ul>



	<ul style="list-style-type: none"> <li>• Partially support reducing the area covered by WWTW, but object to proposed B2/B8 uses adjacent to Vitrum Building / St Johns Innovation site.</li> <li>• Inappropriate to have HWRC use in close proximity to B1 offices and research and development uses as a result of noise, dust and other environmental impacts.</li> <li>• Improvements to the Water Recycling Centre are welcome so long as this does not delay improvements to the area nearer the station.</li> <li>• No evidence that the Water Recycling Centre could be suitably contained to make the site an attractive area to live.</li> <li>• New residential space around the station and on Nuffield Road would create a better balance of activities and increase the sustainability credentials in this part of the City</li> <li>• Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing.</li> <li>• Aggregates railhead and sidings is supported to replace the existing aggregates railhead lost by the development of the new station.</li> <li>• The odour footprint should be updated</li> <li>• Loss of the golf driving range not taken into account</li> <li>• Important that plan objective to maximise employment opportunities is afforded across the existing employment areas</li> </ul>
Option 3 - Transport	<ul style="list-style-type: none"> <li>• The aggregates area in this option effectively blocks any possible level crossing to Fen Road.</li> <li>• Keen to see industrial traffic moved away from Cowley Road</li> <li>• New heavy goods vehicle access is supported but may not be deliverable as it primarily serves landowners other than the City Council mainly on whose land it is sited</li> <li>• Northern access road must be completed in order to facilitate further growth.</li> <li>• Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot</li> <li>• Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.</li> <li>• The promotion of sustainable transport and movement by improving permeability and access to key routes</li> <li>• Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.</li> <li>• Station car park and taxi rank should be sited a minimum of</li> </ul>

	<p>100 metres away.</p> <ul style="list-style-type: none"> <li>• Transport investment not exploited.</li> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.</li> </ul>
Option 3 - Environment	<ul style="list-style-type: none"> <li>• Support improved landscaping and 'green boulevard' along Cowley Road</li> <li>• Put green protected open space over the busway and create public spaces around the station relating to the new residential uses.</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 3 - Infrastructure	<ul style="list-style-type: none"> <li>• It is not clear that the sewage works can provide sufficient capacity and how any increase in capacity if needed, would be handled or located.</li> </ul>
Option 3 - Viability	<ul style="list-style-type: none"> <li>• Significant viability concerns</li> <li>• Doubt that this option is viable</li> <li>• Concerned about viability and deliverability of Option 3, which is reliant upon the upgrading and reduction in area of the Water Recycling Centre - a significant issue – questioning the deliverability</li> <li>• The land currently within the Waste Water Recycling Centre identified for re-use would be heavily contaminated and costs of remediating that land would not be attractive to investors given that the returns gained from the development would be for B2 and/or B8 Uses.</li> <li>• Significant highway works due to the increased quantum of development will further affect viability and deliverability.</li> <li>• Need to confirm the rationalisation of the water recycling plant is feasible, viable and would not delay development on the remainder of the site.</li> </ul>

## Chapter 8 – Question 13 (Redevelopment Options - Option 4)

Do you support or object to the proposals for the CNFE area as included in Option 4? Please provide comments on what you like or dislike about this option.

- Respondents – 46
- Support (including qualified) - 11
- Object - 24
- Comment - 11

Question 13	Key Issues from CNFE Issues and Options consultation 2014
Option 4 - Vision	<ul style="list-style-type: none"> <li>• Need to think strategically and holistically</li> <li>• Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.</li> <li>• Removal of WWTW means area can be looked at/redeveloped properly without restriction</li> <li>• Comprehensive planning difficult due to the differences in site phasing resulting in piecemeal development contrary to the proposed CNFE vision.</li> <li>• Overarching objective to create a transformative gateway with a strong employment focus should remain consistent</li> <li>• Option will be heavily constrained by efforts to relocate the Water Recycling Centre.</li> <li>• The current zonal planning of the residential areas as shown on the plan need a more detailed urban design framework.</li> <li>• Delivery of this quantum of development could allow for the development principles outlined in the Issues and Options paper to be implemented.</li> <li>• CNFE is rightly identified largely for employment uses, with the more residential themes being located in and around any new railway station.</li> <li>• Would support the proposal for a mixed use site, with more housing meeting the City's objectives - subject to the issues about connectivity being addressed. There could be more residential included in this option.</li> <li>• Unlikely to occur, so focus effort on achievable solution</li> </ul>
Option 4 – General land use	<ul style="list-style-type: none"> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Option should maximise housing provision and open spaces</li> <li>• Density needs to be maximised in order to make the</li> </ul>

	<p>development as efficient as possible.</p> <ul style="list-style-type: none"> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> <li>• Support removal of WRC and proposed B1/R&amp;D uses opposite St Johns Innovation Centre.</li> <li>• Proposed mix of land uses is unbalanced and Option 4 will not facilitate early delivery.</li> <li>• The development outcome would be for 630 dwellings in an area which would provide for 27,600 jobs. This is not considered to be a sustainable balance of homes to jobs.</li> <li>• Exacerbated imbalance between residential and employment uses and coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area.</li> <li>• The new condition created and inappropriate emphasis of B2/B8 uses within City boundary does not maximise opportunity created by the complete re-location of the WWTW.</li> <li>• Concerned process of relocating Water Recycling Centre will delay the regeneration of the area nearer the station.</li> </ul>
<p>Option 4 – Specific use issues</p>	<ul style="list-style-type: none"> <li>• Support the associated need to relocate the water recycling centre and in principle any general improvement to the treatment works</li> <li>• Strongly object to moving the sewage works - huge investment has already been made into the existing site and would be likely to use greenfield site elsewhere</li> <li>• Alternative site for WRC has not been identified.</li> <li>• No operational or regulatory reasons to justify relocation of WRC. Anglian Water is unable to include such relocation in its business plan.</li> <li>• Evidence has not been provided to illustrate that moving the Water Recycling Centre is financially viable.</li> <li>• Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&amp;D. Use is not compatible with adjacent B1 offices and research and development uses.</li> <li>• Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing.</li> <li>• Residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of odour problems and undesirability of making population of Cambridge even bigger than it already is.</li> </ul>
<p>Option 4 - Transport</p>	<ul style="list-style-type: none"> <li>• New heavy goods vehicle access is supported but may not be deliverable as it primarily serves land owners other than</li> </ul>

	<p>the City Council mainly on whose land it is sited</p> <ul style="list-style-type: none"> <li>• Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.</li> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot</li> <li>• Station car park and taxi rank should be sited a minimum of 100 metres away.</li> <li>• Concern about traffic impact</li> <li>• Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.</li> <li>• Transport investment not exploited</li> </ul>
Option 4 - Environment	<ul style="list-style-type: none"> <li>• Support improved landscaping and 'green boulevard' along Cowley Road</li> <li>• The Waste Water Recycling Centre would be heavily contaminated and costs of remediating that land would not be attractive to investors.</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 4 - Infrastructure	<ul style="list-style-type: none"> <li>• Entirely reliant upon relocation of the Water Recycling Centre offsite. The viability of this is unknown and there are significant technical, financial and operational constraints.</li> </ul>
Option 4 - Viability	<ul style="list-style-type: none"> <li>• Likely to encounter more delivery risks associated with the potential relocation of the WRC (identifying a site, funding, and timing) and this could impede the overall development.</li> <li>• Sub-optimal (unviable) land uses provided on valuable site provided by WWTW relocation.</li> <li>• Significant viability concerns.</li> </ul>

## Chapter 8 – Questions 10 to 13 (Redevelopment Options 1-4)

<p><b>Questions 10 to 13 – Options 1 - 4</b></p>	<p><b>Key Issues from CNFE Issues and Options consultation 2014</b></p>
<p>Additional comments on Options 1 - 4</p>	<ul style="list-style-type: none"> <li>• Question the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Plan for a balance between these two uses to reduce the need for travel and the tidal nature of the trips to and from the development.</li> <li>• Car park development should not be 600 capacity (as it is proposed), but 6,000 car park. Otherwise residents of the surrounding area will be affected.</li> <li>• Much more residential required; over supply of offices once CB1 is finished</li> <li>• New orbital bus route for Cambridge</li> <li>• All reliant on link roads to Fen Ditton and Wadloes Road.</li> <li>• Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for BI(c), B2, B8 space within the city and without this site being developed immediately these occupiers will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge.</li> <li>• Priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered and the air extracted should be scrubbed so that the smell is removed.</li> <li>• More affordable residential housing with green spaces, shops, banks, post office etc</li> <li>• More car parking space on the the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey.</li> <li>• Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land</li> </ul>

	<p>uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable.</p> <ul style="list-style-type: none"> <li>Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If residential development is proposed it should be located away from these uses and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.</li> </ul>
<p>Councils' response to comments on Options 1 - 4</p>	<p>While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible, rendering the option a non-starter. Work on the AAP was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.</p> <p>Taking account of changes in circumstances since the previous consultation, the Issues and Options 2019 seeks views on revised options for development of the area.</p>

## Chapter 8 – Question 14 (Redevelopment Options)

**Are there alternative redevelopment options you think we should have considered? For example, do you think the redevelopment options should include more residential development, and if so to what extent?**

- Respondents – 34
- Support (including qualified) - 3
- Object - 1
- Comment - 30

Question	Key Issues from CNFE Issues and Options consultation 2014
Q14 Redevelopment options (Support)	<ul style="list-style-type: none"> <li>• Cambridge Cycling Campaign questions the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Advisable to plan for a balance between these two uses as this balance will reduce the need for travel at the development. Reducing the trips needed reduces private car use and provides increased opportunities for walking and cycling. A balance in the development's uses will also reduce the tidal nature of the trips that are generated, lessening the impact on the transport network.</li> <li>• The car park development should not be 600 capacity (as it is proposed), but 6,000 capacity. Otherwise residents of the surrounding area will be affected.</li> </ul>
Q14 Redevelopment options (Object)	<ul style="list-style-type: none"> <li>• Slightly concerned about “intensive” use of land (options 3 and 4)</li> </ul>
Q14 Redevelopment options (Comment)	<ul style="list-style-type: none"> <li>• Much more residential required; over supply of offices once CB1 is finished</li> <li>• New orbital bus route for Cambridge</li> <li>• All reliant on link roads to Fen Ditton and Wadloes Road.</li> <li>• The mix looks optimal</li> <li>• Any development of residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of:the odour problems; and the undesirability of making the population of Cambridge even bigger than it already is.</li> <li>• Option 3 - the area will benefit more from strategic long term transformation.</li> <li>• Option 4 - unlikely to occur, so focus effort on achievable solution. Most important thing is sufficient parking and traffic measures to access train station by car.</li> <li>• Options 2, 3 and 4 show heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot.</li> <li>• Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for B1(c), B2, B8 space within the city and without this site being developed immediately these occupiers will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge.</li> <li>• Support for Options 1 and 2 because they leave open the</li> </ul>



	<p>option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).</p> <ul style="list-style-type: none"> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• This is a great opportunity for providing the City or Cambridge with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> <li>• Whichever option 1-4 is chosen, priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered and the air extracted should be scrubbed so that the smell is removed.</li> <li>• More affordable residential housing with green spaces, shops, banks, post office etc</li> <li>• More car parking space on the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey.</li> <li>• Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable.</li> <li>• Need more car parking space on the site to reduce traffic on the M11 and A14, with people using the main railway for the long journey.</li> <li>• Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If residential development is proposed it should be located away from these uses and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.</li> </ul>
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Councils' response	<p>While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible, rendering the option a non-starter. Work on the AAP was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.</p> <p>Taking account of changes in circumstances since the previous consultation, the Issues and Options 2019 seeks views on revised options for development of the area.</p>
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## Chapter 9 – Question 15 (Policy Options)

### Do you support or object to the proposed approach for place and building design, and why?

- Respondents – 12
- Support (including qualified) - 8
- Object - 2
- Comment – 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q15 Place and Building Design (Support)	<ul style="list-style-type: none"> <li>• Broad support for proposed place and building design approach in principle</li> <li>• Support for a high-density approach, in particular around transport interchanges</li> </ul>
Q15 Place and Building Design (Object)	<ul style="list-style-type: none"> <li>• Not appropriate to set design standards before setting quantum and types of development.</li> <li>• No clear explanation of what the proposed approach means.</li> </ul>
Q15 Place and Building Design (Comment)	<ul style="list-style-type: none"> <li>• Design objectives should be similar to those at North West Cambridge site</li> <li>• Bespoke design approach is needed to respond to site significance and context</li> <li>• Consideration needed for the use and site context when setting out the requirements for place and building design especially for waste uses, e.g. adjacent to the A14 with existing screening and surrounding uses.</li> <li>• Concerned that agreeing a detailed design strategy is not deliverable due to the number of different landowners. Set</li> </ul>

	<p>a detailed design strategy for CB4 site which can then inform future CNFE area phases.</p> <ul style="list-style-type: none"> <li>• High density development requires accompanying sufficient open space, with careful design to break-up massing of tall buildings close to the road.</li> </ul>
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

## Chapter 9 – Question 16 (Policy Options)

### Do you support or object to the proposed approach on densities, and why?

- Respondents – 19
- Support (including qualified) - 10
- Object - 5
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q16 Densities (Support)	<ul style="list-style-type: none"> <li>• Support from most respondents for the proposed approach</li> <li>• Exploit footprint capabilities through height</li> <li>• Support higher density approach, providing more housing and employment.</li> <li>• Support a design-led approach reflecting the different land uses and viabilities within the CNFE, matching recent approach at Cambridge Science Park.</li> <li>• Support for a bespoke approach reflecting site context.</li> </ul>
Q16 Densities (Object)	<ul style="list-style-type: none"> <li>• Proposed approach is too vague.</li> <li>• Not appropriate to set design standards before setting quantum and types of development.</li> <li>• Object to assertion that greatest density should be focused on new railway station interchange, as it is peripheral to the site and is on the edge of Cambridge, unlike the CB1 area developments around Cambridge rail station.</li> <li>• Highest density should be at centre of CNFE area where buildings would be juxtaposed with pre-existing large-scale commercial buildings.</li> </ul>
Q16 Densities (Comment)	<ul style="list-style-type: none"> <li>• Developments around Cambridge Station are too high to be used at CNFE.</li> </ul>

	<ul style="list-style-type: none"> <li>• Density should reflect general low density across Cambridge</li> <li>• Object to tall buildings, including proposal for a multi-storey car park</li> <li>• Alternative proposals including specific densities were provided.</li> <li>• Support from an economic development perspective</li> <li>• Considerations to be weighed against benefits of higher densities:</li> <li>• Access and impact on existing uses and the existing townscape</li> <li>• Effect on traffic.</li> <li>• Reflect edge of city location</li> <li>• Allow for open space, cycle and pedestrian routes.</li> </ul>
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

## Chapter 9 – Question 17 (Policy Options)

### Do you support or object to the proposed approach on tall buildings and skyline, and why?

- Respondents – 19
- Support (including qualified) - 6
- Object - 3
- Comment - 10

Question	Key Issues from CNFE Issues and Options consultation 2014
Q17 Tall buildings and skyline (Support)	<ul style="list-style-type: none"> <li>• Support for the proposed approach to tall buildings and protection of the skyline.</li> <li>• Support for further tall buildings policies specific to the AAP, including wording to require that existing form is taken into consideration.</li> <li>• Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high.</li> </ul>
Q17 Tall buildings and skyline (Object)	<ul style="list-style-type: none"> <li>• Support for using the Local Plan policy as a baseline for the development of more specific AAP specific policies.</li> <li>• Not appropriate to set design standards before understanding the types and quantum of development.</li> </ul>

	<ul style="list-style-type: none"> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Objection to any buildings over 4 storeys (16m) high.</li> <li>• Be innovative; don't be constrained by policy.</li> </ul>
<p>Q17 Tall buildings and skyline (Comment)</p>	<ul style="list-style-type: none"> <li>• Support for taller buildings which make more efficient use of land and add a dramatic aspect to development.</li> <li>• Agree in principle for skyline to be dealt with in line with eventual Local Plan policy, but currently seeking amendments to policy in submission Local Plan so premature to agree at this stage with this question.</li> <li>• The context provided by neighbouring buildings should be the key criteria for assessing the acceptability of building heights in the area.</li> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping.</li> <li>• Support from an economic development perspective.</li> <li>• The acceptability of building heights in the St John's Innovation Park area, were the principle of plot densification to be accepted, should be assessed within the context of surrounding uses and buildings.</li> <li>• Support for higher density in this area.</li> <li>• Support for the addition of buildings over six storeys.</li> <li>• Objection to any buildings higher than six storeys.</li> <li>• Propose buildings of up to 25 storeys if the maximum level of redevelopment were to be selected.</li> <li>• No clear explanation of what the proposed approach means.</li> </ul>
<p>Councils' response</p>	<p>Revised options regarding design are proposed in the Issues and Options 2019 consultation.</p>

## Chapter 9 – Question 18a (Building Heights)

Do you support or object to the proposed option (a) on building heights, and why?

- Respondents – 17
- Support (including qualified) - 6
- Object - 10
- Comment – 1
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Question	Key Issues from CNFE Issues and Options consultation 2014
Q18a Building Heights – Option a (Support)	<p>Support for this approach for the following reasons:</p> <ul style="list-style-type: none"> <li>• In order not to damage the general feel of the area and prevent a “large city” feel.</li> <li>• New buildings of a similar height to those on the existing Cambridge Business Park would not be likely to adversely impact on the setting of nearby heritage assets.</li> <li>• Tall developments like those at CB1 dwarf existing development and would not be appropriate at the edge of the city. Smaller, “human-sized” buildings would be more appropriate.</li> <li>• Support for this approach, provided that tall building policy wording states that existing building form should be taken into consideration.</li> </ul>
Q18a Building Heights – Option a (Object)	<p>Limitation of development to four floors is not desirable because:</p> <ul style="list-style-type: none"> <li>• 4 storeys is a waste of land.</li> <li>• It would prevent a density of development in keeping with the sustainable location.</li> <li>• It would prevent the creation of landmark buildings on this site.</li> <li>• This option does not maximise the redevelopment opportunity.</li> <li>• Taller buildings would make more efficient use of the land, and would add a dramatic feature to the landscape.</li> <li>• With fens to the north, taller buildings would not affect the view of Cambridge.</li> <li>• This level of development will not maximise the use of the land, or allow for the creation of a sustainable and successful urban community.</li> <li>• There are no views to protect, therefore building heights should be unrestricted, with developers allowed to build as tall as possible, subject to design considerations.</li> <li>• Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high.</li> </ul>

<p>Q18a Building Heights – Option a (Comment)</p>	<ul style="list-style-type: none"> <li>• Building heights up to 16m may be acceptable and compatible with the safe operation of the airport.</li> <li>• Matching the site with its surroundings is key to protecting the landscape and the feel of the area.</li> <li>• Buildings of 4 storeys may not be economic for developers.</li> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping.</li> <li>• Support an approach which continues the scale and form of development of the Cambridge Business Park perhaps allowing the opportunity to create a single taller landmark building around the new station.</li> </ul>
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## Chapter 9 – Question 18b (Building Heights)

**Do you support or object to the proposed option (b) on building heights, and why?**

- Respondents – 18
- Support (including qualified) - 5
- Object - 11
- Comment – 2

Question	Key Issues from CNFE Issues and Options consultation 2014
<p>Q18b Building Heights – Option b (Support)</p>	<ul style="list-style-type: none"> <li>• Limiting building heights to 4 storeys is a waste of land.</li> <li>• There are no views to protect, therefore building heights should be allowed to be unrestricted, with developers allowed to build as tall as possible, subject to design considerations.</li> <li>• This option would be less intrusive than option c.</li> <li>• This option provides a balance between impacts on community and traffic, and developer profit.</li> <li>• Support for this approach, which permits higher densities of development appropriate for this sustainable location.</li> <li>• This option permits the articulation of nodal points, vistas</li> </ul>

	<p>and landmark buildings to aid legibility and orientation.</p> <ul style="list-style-type: none"> <li>• Development of up to six storeys would enable employment objectives of maximising opportunities.</li> <li>• This option would create more flexibility in the delivery of the site.</li> <li>• Building heights should respond to site context - there is a need to exploit the limited resources of remaining land available in Cambridge to meet the needs of an expanding population.</li> <li>• Option B or C would be acceptable and would optimise density across the site.</li> </ul>
<p>Q18b Building Heights – Option b (Object)</p>	<ul style="list-style-type: none"> <li>• Allowing six storey buildings would damage the feel of the area.</li> <li>• Since the new station is in the south east corner of the site, tall buildings in this area would adversely impact on the character and appearance of the Cambridge Central Conservation Area and Fen Ditton Conservation Area, and the settings of listed buildings in both conservation areas.</li> <li>• Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations.</li> <li>• This option does not maximise the redevelopment opportunity.</li> <li>• One or two well designed tall buildings may be acceptable. A large number of poorly designed tall buildings would adversely affect the character of the city.</li> <li>• Taller buildings would make more efficient use of the land and would add a dramatic feature to the landscape.</li> <li>• With Fens to the north, taller buildings would not affect the view of Cambridge.</li> <li>• This level of development will not maximise the use of the land or allow for the creation of a sustainable and successful urban community.</li> <li>• This option would destroy the feeling in this part of the city.</li> </ul>
<p>Q18b Building Heights – Option b (Object)</p>	<ul style="list-style-type: none"> <li>• It would have been helpful to see an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site.</li> <li>• Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations.</li> <li>• It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable/viable.</li> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Any proposals will need to take into account the</li> </ul>



	<p>restrictions placed upon development by the Safeguarding Zone for Cambridge Airport, which includes height of buildings. In addition to this, consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping.</p>
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## Chapter 9 – Question 18c (Building Heights)

**Do you support or object to the proposed option (c) on building heights, and why?**

- Respondents – 18
- Support (including qualified) - 8
- Object - 9
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18c building Heights – Option c (Support)	<ul style="list-style-type: none"> <li>• Support for this approach- build as high as possible in this well-connected area.</li> <li>• Support for innovative approaches.</li> <li>• Support for this option, given the sustainable location, relative distance from the historic core of the city, and proximity to the A14.</li> <li>• This option provides the potential to maximise the opportunities making best use of the site’s location.</li> <li>• Support – it’s important to maximise the commercial value of this development; there is no immediate historic skyline which needs protecting.</li> <li>• Taller buildings would make more efficient use of the land and would add a dramatic feature to the landscape.</li> <li>• With Fens to the north, taller buildings would not affect the view of Cambridge.</li> <li>• Allowing taller high-quality development here will enable the creation of a modern vibrant city quarter and will contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies.</li> <li>• Taller development here will enhance the environmental quality of the area, including existing surrounding neighbourhoods.</li> <li>• Option B or C would be acceptable and would optimise</li> </ul>

	density across the site.
Q18c building Heights – Option c (Object)	<ul style="list-style-type: none"> <li>• Removing restrictions on building heights could potentially result in a loss of the character of the area.</li> <li>• Without a robust evidence base demonstrating the impact of buildings of varying heights, we cannot support Option c.</li> <li>• This would presumably result in very tall buildings being built, which is not supported.</li> <li>• Removing restrictions on building heights could potentially result in a loss of the character of the area.</li> <li>• Taller buildings around the station will reduce sunlight for buildings to the south and west.</li> <li>• Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations.</li> <li>• Not appropriate to set design standards before setting quantum and types of development.</li> <li>• Draft Local Plan 2014 policies should form the baseline for development of AAP specific policies.</li> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Object – Cambridgeshire is not an industrial area, and Cambridge itself is not urbanised enough to justify tall buildings. Allowing tall buildings here would adversely impact on the local character and landscape.</li> </ul>
Q18c building Heights – Option c (Comment)	<ul style="list-style-type: none"> <li>• Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations.</li> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this, consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping</li> </ul>

## Chapter 9 – Question 18d (Building Heights)

**Do you support or object to the proposed option (d) on building heights, and why?**

- Respondents – 12

- Support (including qualified) - 0
- Object - 1
- Comment - 11

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18d Building Heights – Option d (Object)	<ul style="list-style-type: none"> <li>• These comments are provided on behalf of Marshall Group, which includes Cambridge International Airport. Expect building heights in Option A (heights up to 16m) may be acceptable, but Options B (heights up to 24m) and C (including “significantly taller forms of development”) in particular have potential to cause conflicts with safe airport and aircraft operations.</li> </ul>
Q18d Building Heights – Option d (Comment)	<ul style="list-style-type: none"> <li>• Support for this approach- build as high as possible in this well-connected area.</li> <li>• Any building proposals above 15m high require consultation with Cambridge Airport.</li> <li>• Building heights up to 16m may be acceptable and compatible with the safe operation of the airport.</li> <li>• Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations.</li> <li>• The physical context of the site provides opportunities to explore heights and densities inappropriate in other parts of Cambridge.</li> <li>• The AAP requires a masterplan that should inform building heights.</li> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping.</li> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Support for a flexible approach, aligning with the AAP’s promotion of quality design and placemaking.</li> <li>• There is scope for different heights and densities on different parts of the CNFE site.</li> <li>• Object to assertion that density should be focused on new railway station interchange, as it is peripheral to the site, and is on the edge of Cambridge, unlike the CB1 area.</li> <li>• Allowing taller high-quality development here will enable the creation of a modern vibrant city quarter and will</li> </ul>

	<p>contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies.</p> <ul style="list-style-type: none"> <li>• Taller development here will enhance the environmental quality of the area, including existing surrounding neighbourhoods.</li> <li>• It would have been helpful to have seen an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site.</li> <li>• It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable/viable.</li> </ul>
Councils' response to questions 18a – 18d	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

## Chapter 9 – Question 19 (Balanced and integrated communities)

**Do you support or object to the proposed approach and measures to integrate the area with the surrounding communities, and why?**

- Respondents – 22
- Support (including qualified) - 19
- Object - 1
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q19 Balanced and integrated communities (Support)	<ul style="list-style-type: none"> <li>• General support for the proposals.</li> <li>• Include as many entrances as possible, including two new entrances to the Business Park, a pedestrianized boulevard on Cowley Road and links to a new area south of the railway line. Fen Road should have improved access as part of Fen Meadows scheme.</li> <li>• Let's not create an island.</li> <li>• This is especially important with regard to transport links; surrounding areas should not be negatively affected by increases in vehicular traffic.</li> <li>• Linking between new and existing infrastructure must be well thought out, with a focus on encouraging sustainable modes of transport, and should be in place by the time</li> </ul>

	<p>work begins on site.</p> <ul style="list-style-type: none"> <li>• The site has the potential to become a distinct quarter in its own right but needs integrating with the wider urban fabric.</li> <li>• Benefits from the development of this site, such as access to public transport, new amenity space, retail and local services/facilities should be available for the wider community.</li> <li>• When looking to integrate the area with surrounding communities, the integration of existing uses should also be considered, which includes minerals and waste uses.</li> <li>• Add/amend text to bullets as below: <ul style="list-style-type: none"> <li>○ Access to appropriate support to ensure the development of cohesive community</li> <li>○ Informal and formal social spaces that support the needs of workers and residents.</li> </ul> </li> <li>• The proposals on integration with the wider community are supported in order to build a successful, healthy and vibrant community.</li> <li>• Proposals must take account of existing development and not dominate it, including being appropriate in scale.</li> <li>• This policy needs enhancing to more effectively integrate the area with surrounding communities, and to respond to existing needs, aiding integration.</li> <li>• Active and public travel must be prioritised to avoid increasing motor traffic on the road network.</li> <li>• Walking/cycling connections into the area must be of highest quality; shared use facilities are not supported. Protected, direct and efficient crossings for bike and foot must be provided at off-site junctions.</li> <li>• Integration with the surrounding area is important to delivering a successful new city quarter here.</li> </ul>
<p>Q19 Balanced and integrated communities (Object)</p>	<ul style="list-style-type: none"> <li>• The surrounding community, identified as one of the most disadvantaged in the city, would best be integrated into the site by an increase in lower-skilled employment and apprenticeship opportunities.</li> </ul>
<p>Q19 Balanced and integrated communities (Comment)</p>	<ul style="list-style-type: none"> <li>• There is a need to balance the desire to integrate new development with the wider city, with the need to minimise negative impacts on existing residents/occupiers.</li> <li>• A number of sites within the AAP area contain commercial premises which cannot be accessible to the public.</li> <li>• One of the key objectives of the proposals should be to break down the bounded nature of the site. It would have been useful to illustrate in detail, and give more importance to, any options that have been explored for the following, in terms of vehicular, pedestrian and cycle routes: improvements to the section of Milton Road</li> </ul>

	<p>adjacent to the site; improvements to, or new, connections into Milton from the site; potential connections over the river, railway, and/or guided busway and cycle path to the south. If including these has been explored and dismissed, knowing the reasons would be useful.</p> <ul style="list-style-type: none"> <li>• It should be made clear that the “wider communities” are not limited to those adjacent to the site. It should be an objective to make the site accessible to those arriving from some distance, whether by road, rail or public transport.</li> <li>• References should be included regarding connecting CNFE with planned new communities, most significantly Waterbeach new town.</li> </ul>
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation, including how the area can be integrated with surrounding communities.

## Chapter 9 – Question 20 (New Employment Uses)

**Do you support or object to the proposed approach for employment uses, and why?**

- Respondents – 20
- Support (including qualified) - 12
- Object - 2
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q20 New employment uses (Support)	<ul style="list-style-type: none"> <li>• Support for this approach.</li> <li>• Support employment development, building on Cambridge's existing strengths.</li> <li>• This approach fulfils the need to integrate with the wider area.</li> <li>• There should not be heavy industry in this area.</li> <li>• Provides a range of options supporting the Cambridge economy.</li> <li>• Support for specific policies relating to employment uses.</li> <li>• The area is suitable for supporting the identified sectors, especially technology and R&amp;D, given the juxtaposition with the Science Park and evidence of existing demand.</li> </ul>

	<ul style="list-style-type: none"> <li>• Support the intention to provide a range of unit types and sizes, hybrid buildings and laboratory space.</li> <li>• The potential of the CNFE to support the cluster of high technology and R&amp;D development is noted. However, it is also one of the very few locations in the Cambridge area which accommodates B2, B8 and sui generis uses which support and provide essential infrastructure for the Cambridge area. This role is reflected in the options and should not be diminished.</li> </ul>
Q20 New employment uses (Object)	<ul style="list-style-type: none"> <li>• In opposition to paragraph 9.15, which states that some of the office development could take place after 2031, we contend that at current take up rates, Cambridge will run out of R&amp;D land in the next five years. The plan needs to demonstrate that it can bring forward land rapidly to meet requirements for a full range of R&amp;D uses in the short and longer term.</li> <li>• The R&amp;D sector is diverse and location sensitive. Is it clearly understood if the identified high value employment uses will want to locate to a mixed-use site close to waste and industrial uses, close to some other uses in the sector but geographically divorced from others?</li> <li>• The employment uses listed include office and R&amp;D, but it is unclear whether market research has been completed to support the sectors listed.</li> <li>• Support for a mixed development with employment and substantial residential provision.</li> <li>• Too much emphasis on employment uses, and in particular B2 and B8 uses in development Options 3 and 4.</li> </ul>
Q20 New employment uses (Comment)	<ul style="list-style-type: none"> <li>• If the sewage works remain in place, then employment should be office led. If the sewage works move there may be opportunity to include manufacturing employment.</li> <li>• CNFE is in an accessible location for employment uses, which should be encouraged, although not at the expense of residential development.</li> <li>• A combination of commercial (offices and R&amp;D uses) and residential should be provided in the CNFE area, with the mix being informed by market conditions and successful place-making.</li> <li>• Encouraging a variety of employment space, together with the need for new office and commercial laboratory floorspace are component parts of delivering new employment on new areas of land, as well as consolidating existing employment areas at Cambridge Business Park and St John's Innovation Park.</li> <li>• Employment uses should also include pure offices as well as hybrid buildings and buildings aimed at particular</li> </ul>

	<p>sectors or technologies.</p> <ul style="list-style-type: none"> <li>• Flexibility in responding to the market and economy will be a key consideration.</li> <li>• There needs to be greater reference to middle level jobs not just a focus on high skill jobs as it currently reads. This proposed policy seems to focus on high skills jobs, which as of 2013, made up 70% of the jobs in Cambridge - more focus should be made to the middle level jobs which are desperately needed in Cambridge so people can get out of low skill low paid employment. As it stands this policy does not support the development principle as detailed in chapter 7: “Deliver additional flexible employment space to cater for a range of business types and sizes and supporting a wide range of jobs for local income, skills and age groups”.</li> </ul>
Councils’ response	Revised options regarding employment uses are proposed in the Issues and Options 2019 consultation, taking account of the changing circumstances of the area.

## Chapter 9 – Question 21 (Shared Social Space)

**Do you support or object to the proposed approach on shared social space, and why?**

- Respondents – 16
- Support (including qualified) - 13
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q21 Shared open space (Support)	<ul style="list-style-type: none"> <li>• General support for the proposed approach.</li> <li>• Appropriate for the area, anything more would impact significantly on the neighbourhood.</li> <li>• Particular support for green spaces.</li> <li>• Support for a local centre to serve CNFE businesses and residents, which should be of a size to provide a range of services and facilities. This would increase the sustainability of CNFE, reducing the need to travel out of the area for such facilities, while fostering a new mixed-use neighbourhood.</li> <li>• Support, but the viability of such leisure/social facilities</li> </ul>



	<p>may depend on which option/mix of options is selected and the pace of re-development.</p> <ul style="list-style-type: none"> <li>• The concept of shared space is to be encouraged. The new community including businesses should be consulted on what type of shared space they would like.</li> <li>• Will provide valuable on-site facilities.</li> <li>• Support to enable collaboration between tenants and providing a complementary eating/drinking hub for workers, which is not currently available.</li> <li>• Given the potential extent of the AAP area, the focus should be on a well-located local centre, but more localised provision may be needed too.</li> </ul>
Q21 Shared open space (Object)	<ul style="list-style-type: none"> <li>• This should be a destination for the city and wider region, rather than just for workers on site. The area could include facilities such as an ice rink, concert venue and cinema.</li> <li>• Shared social spaces contribute to open innovation, which has been a key attraction of Cambridge to R&amp;D intensive businesses over the past 10 years. It is highly questionable if an atmosphere of social interaction and open innovation could be fostered at a site which is heavily constrained through noise, odour, insects, vibration and HGV traffic.</li> </ul>
Q21 Shared open space (Comment)	<ul style="list-style-type: none"> <li>• Greater potential could be created by increasing residential provision here. The proposed approach focuses on 'the needs of workers in the area', and does not recognise that shops and facilities could play an important role in serving a new residential community.</li> </ul>
Councils' response	<p>Revised options are proposed in the Issues and Options 2019 consultation, including seeking views on the types of facility that are needed to accompany employment uses.</p>

## Chapter 9 – Question 22a (Change of use from office to residential or other uses – Option a)

**Do you support or object to the proposed Option (a) on change of use from office to residential or other purposes, and why?**

- Respondents – 13
- Support (including qualified) - 6
- Object - 3
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22a Change of use - Option a (Support)	<ul style="list-style-type: none"> <li>• Support for the proposed Option A.</li> <li>• It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary.</li> <li>• The market will determine what is appropriate over time.</li> <li>• It seems unlikely that there will be any great pressure to achieve non-commercial uses at CNFE.</li> <li>• There is currently a great deal of demand for employment uses and related business uses, and further control is not necessary at this stage.</li> </ul>
Q22a Change of use - Option a (Object)	<ul style="list-style-type: none"> <li>• When an area has been planned at AAP level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development.</li> <li>• The AAP is intended to become an employment hub. This option would allow piecemeal housing, leading to isolated areas of housing not compatible with employment uses.</li> <li>• The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses.</li> </ul>
Q22a Change of use - Option a (Comment)	<ul style="list-style-type: none"> <li>• Change of use from employment to residential use in a mixed-use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported.</li> <li>• The employment land should be protected for employment uses. There can be conflicts with some business uses and residential and therefore the master plan will have considered this, allowing change of use may have the effect of pepper potting residential dwellings within established employment areas potentially leading to social isolation.</li> </ul>

## Chapter 9 – Question 22b (Change of use from office to residential or other uses – Option b)

Do you support or object to the proposed Option (b) on change of use from office to residential or other purposes, and why?

- Respondents – 17
- Support (including qualified) - 8
- Object - 6
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22b Change of use – Option b (Support)	<ul style="list-style-type: none"> <li>• Employment must be coordinated with residential development.</li> <li>• We need a mix of residential and employment opportunities.</li> <li>• When an area has been planned at AAP level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development.</li> <li>• Change of use from employment to residential use in a mixed-use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported.</li> <li>• Support in order to protect new employment development from conversion to residential.</li> <li>• It is appropriate to prevent piecemeal housing in inappropriate locations.</li> <li>• The site should be business/commercial/hi-tech.</li> <li>• Flexibility to allow change of use to residential without planning permission was introduced to bring redundant commercial property back into beneficial use. Given the demand in Cambridge and that demand will be met by property designed to meet current tenant expectations, this will not apply on CNFE and so there should be a policy to protect new employment development (at least for a reasonable time period).</li> <li>• The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses.</li> </ul>

Q22b Change of use – Option b (Object)	<ul style="list-style-type: none"> <li>• Objections to option B.</li> <li>• If there is greater need for residential space than for office/laboratory space, that is what should happen, particularly because more employment space will only create the need for more residential space.</li> <li>• It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary.</li> <li>• It is not strictly necessary to serve an Article 4 direction.</li> </ul>
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## Chapter 9 – Question 22c (Change of use from office to residential or other uses – Option c)

Do you support or object to the proposed Option (c) on change of use from office to residential or other purposes, and why?

- Respondents – 8
- Support (including qualifying) - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22c Change of use – Option c (Comment)	<ul style="list-style-type: none"> <li>• New employment floor-space is unlikely to be affected by Permitted Development rights in any case.</li> </ul>
Councils' response	For consideration when drafting the AAP.

## Chapter 9 – Question 23a (Cambridge Science Park – Option a)

Do you support or object to the proposed Option (a) for Cambridge Science Park, and why?

- Respondents – 12
- Support (including qualified) - 6

- Object - 4
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23a Cambridge Science Park – Option a (Support)	<ul style="list-style-type: none"> <li>• Support Option A. Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance risks complicating proceedings for developers, potentially hindering the continued successful development of the Science Park.</li> <li>• Cambridge Science Park has adequate policy direction and protection through the Draft Local Plans. Including the Science Park within the AAP would risk delaying decision making over development there.</li> <li>• To include the Cambridge Science Park within the boundary of the AAP risks that the AAP area will be seen as a success delivering increased employment floor-space by virtue of the Science Park's altering state; development which would happen regardless of the AAP being in place or not.</li> <li>• There is no reason to add an unnecessary layer of policy for further development at the CSP; this would not be in conformity to the NPPF.</li> <li>• The plan should not interfere with something that is already very successful.</li> <li>• Demand and commercial opportunity will drive intensification proposals, and additional policy guidance for the Science Park is not necessary in the AAP.</li> </ul>
Q23a Cambridge Science Park – Option a (Object)	<ul style="list-style-type: none"> <li>• The AAP and Science Park areas should be considered together.</li> <li>• Applying policy guidance ensures a cohesive approach over both sites, which are linked in employment use. One site may provide expansion opportunity for businesses on other and should not have added restrictions/leniency.</li> </ul>
Q23a Cambridge Science Park – Option a (Comment)	<ul style="list-style-type: none"> <li>• The issues related to the Science Park are not unique and there is no requirement for additional policy guidance for Cambridge Science Park.</li> <li>• Site specific policies may be required to control the type and quality of development on opportunity sites within the AAP area.</li> </ul>

## Chapter 9 – Question 23b (Cambridge Science Park – Option b)

Do you support or object to the proposed Option (b) for Cambridge Science Park, and why?

- Respondents – 14
- Support (including qualified) - 9
- Object - 5
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23b Cambridge Science Park – Option b (Support)	<ul style="list-style-type: none"> <li>• Integrate Cambridge Science Park with the wider economic area.</li> <li>• The Science Park is to be redeveloped and the whole area should be considered together.</li> <li>• Cambridge Science Park is part of CNFE and should be considered as part of a combined area.</li> <li>• The Science Park has significant potential for future enhancement and connections with the rest of the area and the wider surroundings. To exclude it risks stagnation and uncoordinated future development in the Science Park that could conflict with the CNFE area.</li> <li>• Support in order to protect the Cambridge Science Park from possible conversions and retain its essential character and attractiveness.</li> </ul>
Q23b Cambridge Science Park – Option b (Object)	<ul style="list-style-type: none"> <li>• Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance would risk complicating proceedings for developers, potentially hindering the continued successful development of the Science Park.</li> <li>• The intensification of uses within the science park is a current and ongoing dynamic; the need to provide guidance is now. To delay providing guidance by placing it within this AAP would be too late. The Council should seek to address these issues through the Draft Local Plan which could be complemented by Supplementary Planning Guidance, if it is considered necessary at all.</li> <li>• Cambridge Science Park (CSP) as an existing entity is very different to a regeneration development. It is not appropriate to apply bespoke CNFE policies as blanket policies to a wider area.</li> <li>• The plan should not interfere with something that is already very successful.</li> <li>• It is not necessary to include the Cambridge Science Park</li> </ul>

	<p>in the AAP. In light of this, there is no reason why there should be a policy approach for the Science Park.</p> <ul style="list-style-type: none"> <li>• Cambridge Science Park does not have the same regeneration needs as the CNFE area and is an employment area only, rather than a mixed-use neighbourhood as identified in the proposed CNFE vision. It is not appropriate to share policies between the CNFE area and the Science Park; South Cambridgeshire Local Plan Policy E/1 already provides clear guidance for the development of the Science Park.</li> </ul>
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## Chapter 9 – Question 23c (Cambridge Science Park – Option c)

### Do you support or object to the proposed Option (c) for Cambridge Science Park, and why?

- Respondents – 8
- Support - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23c Cambridge Science Park – Option c (Comment)	<ul style="list-style-type: none"> <li>• The environment of the Science Park’s early phases with its now-mature trees should be treated carefully, so as not to lose the 'Park' concept.</li> <li>• The inclusion of the Science Park could facilitate a more coordinated approach to the use of Section 106 and CIL funding across the area.</li> <li>• If the Science Park is included within the AAP then Option B would be preferred to allow for the intensification of technology and R&amp;D uses.</li> <li>• Inclusion within the AAP area could also help facilitate improvements to the pedestrian environment and connections from existing employment sites to the new railway station. However, the AAP should be responsive to evidence on market demand and viability to provide flexibility to cope with future economic changes.</li> <li>• The Science Park should be independent.</li> </ul>
Councils’ response	Views are sought on a revised AAP boundary in the Issues and Options 2019 consultation which includes the Science Park.

## Chapter 9 – Question 24a (Change of use from industrial to other purposes at Nuffield Road – Option a)

Do you support or object to the proposed Option (a) on change of use from industrial to other purposes at Nuffield Road, and why?

- Respondents – 12
- Support (including qualified) - 4
- Object - 6
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24a Change of use at Nuffield Road – Option a (Support)	<ul style="list-style-type: none"> <li>• Support for this option.</li> <li>• Support for this option if there was access from Milton Road.</li> <li>• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.</li> <li>• The access issues are clearly of concern to local residents and any improvement in this would be welcomed. It is challenging however, given the varied ownership and legal interests on these industrial estates. It seems that either a wholesale change to residential is required or the status quo.</li> </ul>
Q24a Change of use at Nuffield Road – Option a (Object)	<ul style="list-style-type: none"> <li>• Given a choice between residential accommodation and more employment, the preference should be for residential accommodation, as more employment just boosts the need for more housing even further.</li> <li>• This site is suitable for residential, accessed from Green End Road.</li> </ul>
Q24a Change of use at Nuffield Road – Option a (Comment)	<ul style="list-style-type: none"> <li>• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.</li> </ul>



## Chapter 9 – Question 24b (Change of use from industrial to other purposes at Nuffield Road – Option b)

Do you support or object to the proposed Option (b) on change of use from industrial to other purposes at Nuffield Road, and why?

- Respondents – 10
- Support (including qualified) - 2
- Object - 6
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24b Change of use at Nuffield Road – Option b (Support)	<ul style="list-style-type: none"> <li>• It would make for better zoning.</li> </ul>
Q24b Change of use at Nuffield Road – Option b (Object)	<ul style="list-style-type: none"> <li>• This site is suitable for residential, accessed from Green End Road.</li> <li>• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.</li> </ul>
Q24b Change of use at Nuffield Road – Option b (Comment)	<ul style="list-style-type: none"> <li>• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.</li> </ul>

## Chapter 9 – Question 24c (Change of use from industrial to other purposes at Nuffield Road – Option c)

Do you support or object to the proposed Option (c) on change of use from industrial to other purposes at Nuffield Road, and why?

- Respondents – 12

- Support (including qualified) - 7
- Object - 4
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24c Change of use at Nuffield Road – Option c (Support)	<ul style="list-style-type: none"> <li>• Cambridge needs accommodation, especially for key workers, but with access to the accommodation directly from Milton Road. This will reduce traffic in Green End Road and Nuffield Road.</li> <li>• This is a good location for residential accommodation.</li> <li>• This site is suitable for residential, accessed from Green End Road. Residential development here would be good environmentally.</li> <li>• Support this option in order to provide a better environment for residents in the Nuffield road area.</li> </ul>
Q24c Change of use at Nuffield Road – Option c (Object)	<ul style="list-style-type: none"> <li>• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.</li> <li>• Option B would result in better zoning.</li> </ul>
Q24c Change of use at Nuffield Road – Option c (Comment)	<ul style="list-style-type: none"> <li>• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.</li> </ul>

## Chapter 9 – Question 24d (Change of use from industrial to other purposes at Nuffield Road – Option d)

**Do you support or object to the proposed Option (d) on change of use from industrial to other purposes at Nuffield Road, and why?**

- Respondents – 9
- Support - 0
- Object - 0
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24d Change of use at Nuffield Road – Option d (Comment)	<ul style="list-style-type: none"> <li>• Need to consider the impact of additional traffic as part of this development.</li> <li>• Additional housing should be well back from the road and provided with adequate parking facilities and green spaces.</li> <li>• Potential for relocation of uses beyond the AAP boundary should also be considered as this creates a greater opportunity for the area.</li> <li>• A flexible mix may be most appropriate to allow the market to respond but avoid the redevelopment of the site for 100% residential given the opportunity of this site to attract employment generating uses in this location.</li> <li>• The site adjoins the proposed guided busway route and has good accessibility on foot to the new station, therefore it would be logical to locate more intensive employment uses on the site.</li> </ul>
Councils' response to Questions 24a – 24d	Views are sought in the Issues and Options 2019 consultation on the approach to this area.

## Chapter 9 – Question 25 (Balanced and Integrated Communities – Wider Employment Benefits)

**Do you support or object to the proposed approach on wider employment benefits, and why? Please add any other suggestions you have for policies and proposals that could be promoted through the AAP to support local jobs for local people and reduce barriers to employment in the wider area.**

- Respondents – 12
- Support (including qualified) - 9
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q25 Wider employment benefits (Support)	<ul style="list-style-type: none"> <li>• It is common sense.</li> <li>• Could help be given to employers to aid the setting up of apprenticeships?</li> <li>• Support – and offer apprenticeships.</li> <li>• The policy aims are not consistent with the overall vision of</li> </ul>

	<p>the use classes which will dominate the AAP area; however, if the AAP area refocused its attention to creating a more intense and purposeful industrial hub then the outlined approach is agreeable.</p> <ul style="list-style-type: none"> <li>• Would expect this to potentially go beyond current provisions.</li> <li>• The proposed approach is supported. This should also reflect the significant training and apprenticeship opportunities that the employment use here could generate, both during construction and afterwards. Cambridge Regional College will be very accessible from this site by guided bus or cycling along the busway.</li> <li>• Support proposed approach; however, should include reference to apprenticeships to ensure opportunities for all avenues into work and skills development.</li> <li>• Support the aspiration to provide training and employment opportunities for local people if it can realistically be delivered.</li> <li>• The policies regarding local employment are supported, access to employment is a key wider determinant of health and local employment should be encouraged to cater for local residential development.</li> </ul>
Q25 Wider employment benefits (Object)	<ul style="list-style-type: none"> <li>• The AAP cannot be a panacea to resolve Cambridge and South Cambridgeshire employment problems. Whilst local training opportunities, especially apprenticeships, should be encouraged, it is not a role of the planning system to impose such obligations upon developers.</li> <li>• Local Plans should not interfere at this level. It is for the market supported by central Government policy to worry about these issues.</li> </ul>
Q25 Wider employment benefits (Comment)	<ul style="list-style-type: none"> <li>• The ability to provide training and employment opportunities for local people and local procurement may not always be possible or appropriate for all businesses, particularly those within the R&amp;D sector operating within an international market context and reliant on attracting the best international talent. It is considered that bespoke solutions to maximise economic and employment benefits should be secured as part of individual applications rather than through a generic and inflexible policy approach. This will ensure better outcomes tailored to individual circumstances without stifling innovation.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation on options regarding integration of surrounding areas.

## Chapter 9 – Question 26a (Hotel and Conferencing Facilities – Option a)

Do you support or object to the proposed option (a) on hotel and conference facilities, and why?

- Respondents – 10
- Support - 0
- Object - 9
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26a Hotel & Conferencing facilities – Option a (Object)	<ul style="list-style-type: none"> <li>• Support for Option C.</li> <li>• Support for 1 or 2 hotels; consider a mixed-used area essential.</li> <li>• Let existing accommodation plans take account of the project.</li> <li>• The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location and this should be recognised in the CNFE AAP. The land adjacent to the new station provides a sustainable and easily accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See attached Brookgate submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel.</li> <li>• An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use.</li> <li>• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.</li> </ul>

## Chapter 9 – Question 26b (Hotel and Conferencing Facilities – Option b)

Do you support or object to the proposed option (b) on hotel and conference facilities, and why?

- Respondents – 12
- Support (including qualified) - 7
- Object - 3
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26b Hotel & conferencing facilities – Option b (Support)	<ul style="list-style-type: none"> <li>• Support for 1 or 2 hotels; consider a mixed-used area essential. Support for conference accommodation, as people would more than likely use this hotel instead of central ones, meaning less traffic and easier access for residents of East Anglia.</li> <li>• Important to provide hotel facilities in this development.</li> <li>• Support, however subject to viability conference facilities could also be provided. The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location. The land adjacent to the new station provides a sustainable and accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See Brookgate submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel.</li> <li>• An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use.</li> <li>• A hotel here would support business uses on CNFE and Science Park.</li> <li>• Support for the provision of a hotel and/or conference facilities within the mixed-use development of land around</li> </ul>

	the proposed new railway station, on the basis that this would be a supporting use with the focus remaining on employment and office floor space.
Q26b Hotel & conferencing facilities – Option b (Object)	<ul style="list-style-type: none"> <li>• Support for Option C.</li> <li>• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.</li> </ul>
Q26b Hotel & conferencing facilities – Option b (Comment)	<ul style="list-style-type: none"> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Support either option B or C but may depend on whether development of a hotel at the entrance to the Science Park goes ahead. Any provision allocation in the AAP needs to be kept flexible if no demand materialises.</li> </ul>

## Chapter 9 – Question 26c (Hotel and Conferencing Facilities – Option c)

### Do you support or object to the proposed option (c) on hotel and conference facilities, and why?

- Respondents – 12
- Support (including qualified) - 9
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26c Hotel & conferencing facilities – Option c (Support)	<ul style="list-style-type: none"> <li>• Essential to have at least one hotel with conference facilities, as it can be hard to get a central location for a conference, plus it would reduce traffic movements in the city centre.</li> <li>• Support, however, the provision of conference facilities should be subject to viability. The new railway station and regeneration of the wider CNFE area will create a demand</li> </ul>

	<p>for a hotel and conference facility. The land adjacent to the new station provides a sustainable and accessible location for a hotel and conference centre to serve business users associated with existing and proposed businesses in the CNFE area. This accords with the proposed CNFE vision which states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure.</p> <ul style="list-style-type: none"> <li>• An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use.</li> <li>• A hotel here would support business uses on CNFE and Science Park.</li> <li>• Provision of a hotel and conference centre close to the station, is supported as part of the mix.</li> <li>• Having both available will be a natural addition to the rail station serving businesses located both here and at the Science Park, allowing their visitors to stay away from the city centre during the business hours, and especially to avoid contributing to traffic in the rush hour.</li> <li>• This would be logical and would enhance the area.</li> </ul>
<p>Q26c Hotel &amp; conferencing facilities – Option c (Object)</p>	<ul style="list-style-type: none"> <li>• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.</li> </ul>
<p>Q26c Hotel &amp; conferencing facilities – Option c (Comment)</p>	<ul style="list-style-type: none"> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Not so sure about a hotel being too near the station.</li> <li>• A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided.</li> <li>• Allowance could be made within the AAP for this use, but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage.</li> <li>• There could well be scope and demand for a hotel within the CNFE area. It is not clear however why this would</li> </ul>



	<p>need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station.</p> <ul style="list-style-type: none"> <li>• There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels within close proximity at Orchard Park, Impington and Quy. If there is sufficient market demand, such proposals should be considered.</li> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>
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**Chapter 9 – Question 26d (Hotel and Conferencing Facilities – Option d)**

**Do you support or object to the proposed option (d) on hotel and conference facilities, and why?**

- Respondents – 9
- Support (including qualified) - 1
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26d Hotel & conferencing facilities - Option d (Comment)	<ul style="list-style-type: none"> <li>• Not so sure about a hotel being too near the station.</li> <li>• A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided.</li> <li>• Allowance could be made within the AAP for this use, but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage.</li> <li>• There could well be scope and demand for a hotel within the CNFE area. It is not clear, however why this would need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station.</li> <li>• There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels</li> </ul>

	<p>within close proximity at Orchard Park, Impington and Quy. If there is sufficient market demand, such proposals should be considered.</p> <ul style="list-style-type: none"> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>
Councils' response to Questions 26a – 26d	Views are sought in the Issues and Options 2019 consultation on options regarding facilities that should be included in the area given the new vision for the area.

## Chapter 9 – Question 27 (Housing – Housing Mix)

### Do you support or object to the proposed approach on housing mix, and why?

- Respondents – 13
- Support (including qualified) - 11
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q27 Housing mix (Support)	<ul style="list-style-type: none"> <li>• Broad support for the proposed approach.</li> <li>• A highly mixed development would be most suitable.</li> <li>• A mix of high-rise and a new area of low-rise on the south side of the railway tracks would be the ideal situation.</li> <li>• There should be mainly affordable housing, or inexpensive let properties.</li> <li>• Could a small percentage be cooperative housing with a mixture of personal and shared living space?</li> <li>• Would like to see 40% affordable housing.</li> <li>• A sustainable mix of dwelling types will result in a range of family units.</li> <li>• The type and size of affordable housing should be informed by the City Council's Housing Policy.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• The need to ensure a balanced housing mix is supported.</li> </ul>

	A mix of house types and tenures can help community cohesion and help maintain a healthy development.
Q27 Housing mix (Object)	<ul style="list-style-type: none"> <li>• There should be an explicit reference to the Private Rented Sector (PRS). The significant increase in demand for PRS needs to be accounted for and its provision actively encouraged within the AAP.</li> <li>• Constraints on the CNFE site must be recognised and a realistic housing mix provided. PRS will play an important role in achieving this outcome.</li> </ul>
Q27 Housing mix (Comment)	<ul style="list-style-type: none"> <li>• Somewhat indifferent as to whether there is a need for housing at CNFE, and whether it should be pursued.</li> <li>• Housing should not be pursued at a level exceeding that indicated in the current version of the AAP.</li> <li>• If there is to be housing flexibility of tenure should be accepted including affordable housing.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding housing mix in the area given the new vision for the area.

## Chapter 9 – Question 28 (Housing - Affordable Housing Requirement)

**Do you support or object to the proposed use of Cambridge City Council's affordable housing requirements for the whole of the CNFE area, and why?**

- Respondents – 14
- Support (including qualified) - 8
- Object - 2
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q28 Affordable housing (Support)	<ul style="list-style-type: none"> <li>• Broad support for proposed approach.</li> <li>• Or even increase the amount to 50% affordable or more.</li> <li>• Support subject to detailed viability testing to ensure delivery across a significant timeframe, and to meet the vision and objectives.</li> <li>• CNFE should be treated the same as any other development.</li> </ul>

	<ul style="list-style-type: none"> <li>• This approach supports a more balanced community as well as housing located by employment use.</li> </ul>
Q28 Affordable housing (Object)	<ul style="list-style-type: none"> <li>• Preference for a mixture of high-quality council housing and student housing rather than affordable housing. To make developments attractive to developers it is important to allow them to make profits on high quality buildings.</li> <li>• Let the market function policy free.</li> </ul>
Q28 Affordable housing (Comment)	<ul style="list-style-type: none"> <li>• Support for proposed approach, subject to viability testing.</li> <li>• The heavy infrastructure costs and brownfield nature of the land with associated remediation costs must be recognised; viability is of key importance.</li> <li>• Support for the City Council's flexible affordable housing requirements, which differentiate between different scales of development; South Cambridgeshire policy is less flexible.</li> <li>• Consideration should be given to PRS developments where a different approach may be required, such as discounted market rents or off-site contributions toward affordable housing provision.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Affordable housing requirements should be subject to viability and development will need to mitigate a range of services such as education and transport.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to affordable housing.

## Chapter 9 – Question 29a (Housing - Private Rented Accommodation – Option a)

**Do you support or object to the proposed option (a) on private rented accommodation, and why?**

- Respondents – 7
- Support (including qualified) - 7
- Object - 0
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29a Private rented accommodation – Option a (Support)	<ul style="list-style-type: none"> <li>• Support, as long as housing is reasonably priced.</li> <li>• Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Support - allow the market to deliver private rented accommodation rather than encourage it given the uncertain implications.</li> <li>• There is no evidence to justify selecting Option B.</li> </ul>

## Chapter 9 – Question 29b (Housing - Private Rented Accommodation – Option b)

**Do you support or object to the proposed option (b) on private rented accommodation, and why?**

- Respondents – 7
- Support (including qualified) - 1
- Object - 3
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29b Private rented accommodation – Option b (Support)	<ul style="list-style-type: none"> <li>• Housing, and affordable housing are at a premium here and houses must not be bought as an investment and kept empty.</li> </ul>
Q29b Private rented accommodation – Option b (Object)	<ul style="list-style-type: none"> <li>• Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities.</li> </ul>
Q29b Private rented	<ul style="list-style-type: none"> <li>• It will be important to ensure that properties in this area are not bought as investments and either left empty or rented</li> </ul>

accommodation – Option b (Comment)	<p>out to commuters.</p> <ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>
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## Chapter 9 – Question 29c (Housing - Private Rented Accommodation – Option c)

Do you support or object to the proposed option (c) on private rented accommodation, and why?

- Respondents – 7
- Support - 0
- Object - 0
- Comment - 7

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29c Private rented accommodation – Option c (Comment)	<ul style="list-style-type: none"> <li>• Inexpensive accommodation needs to be provided. Does this option mean there could be council houses? If so, option B could be a very good option.</li> <li>• It is essential there is affordable housing only - ideally with council housing included.</li> <li>• PRS schemes can create quality places to live if they have a clear brief, good design, delivery and collaborative working to. Many authorities are developing PRS design guides to assist developers. The authorities may wish to produce PRS design guidance in association with the developer as part of the AAP.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads, and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Allow a flexible approach.</li> <li>• Private market housing could play a greater role in delivering future housing needs in the Cambridge area, but it is important to allow the market to deliver this form of housing in response to demand. The range of planning policies allow for both the mix and the environmental conditions to be managed through the planning application process without additional polices in the AAP.</li> </ul>

Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to private rented sector housing, taking account of changes to government policy.

## Chapter 9 – Question 30a (Housing - Student Housing – Option a)

**Do you support or object to the proposed option (a) on student housing, and why?**

- Respondents – 11
- Support (including qualified) - 3
- Object - 8
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30a Student housing – Option a (Support)	<ul style="list-style-type: none"> <li>• Support especially as the need for student accommodation in the area has yet to be made.</li> <li>• Limited obvious demand for this use because there are no educational institutions nearby, however the option is supported with evidence of need.</li> </ul>
Q30a Student housing – Option a (Object)	<ul style="list-style-type: none"> <li>• Location too far from Universities and associated facilities.</li> <li>• Market demand for student accommodation and therefore should be permitted/accommodated. Failure to do so would be contrary to the NPPF</li> <li>• Object, use should be integrated.</li> </ul>
Q30a Student housing – Option a (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• No more than 20% (Option b)</li> <li>• Anglian Water does not support sensitive development within the 1.5 odour contour line.</li> <li>• This location could also leave students isolated as there are limited facilities available unless there is significant provision on site within the AAP area.</li> </ul>

## Chapter 9 – Question 30b (Housing - Student Housing – Option b)

Do you support or object to the proposed option (b) on student housing, and why?

- Respondents – 8
- Support (including qualified) - 4
- Object - 3
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30b Student housing - Option b (Support)	<ul style="list-style-type: none"> <li>• Sensible option, but it is difficult to justify a limit and enforce.</li> <li>• Student accommodation supported as a complimentary use to employment, research and development; any proposals for should be complimentary with large proposals refused.</li> </ul>
Q30b Student housing - Option b (Object)	<ul style="list-style-type: none"> <li>• Limit is an inflexible approach which might fail to meet market need and hinder redevelopment.</li> <li>• Support Option A.</li> </ul>
Q30b Student housing - Option b (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

## Chapter 9 – Question 30c (Housing - Student Housing – Option c)

Do you support or object to the proposed option (c) on student housing, and why?

- Respondents – 5
- Support (including qualified) - 3
- Object - 1
- Comment - 1



Question	Key Issues from CNFE Issues and Options consultation 2014
Q30c Student housing – Option c (Support)	<ul style="list-style-type: none"> <li>• Let the market decide.</li> <li>• Would maintain a flexible approach.</li> <li>• Policy requirement for student accommodation proposals to explain how benefits will outweigh possible negative impacts.</li> <li>• Mitigation is a sensible safeguard which will not result in unnecessary restrictions and ensure this type of use forms part of a balanced community.</li> </ul>
Q30c Student housing – Option c (Object)	<ul style="list-style-type: none"> <li>• Object (1)</li> </ul>
Q30c Student housing – Option c (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

## Chapter 9 – Question 9d (Housing – Student - Housing – Option d)

**Do you support or object to the proposed option (d) on student housing, and why?**

- Respondents – 5
- Support: 0
- Object - 4
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q9d Student housing – Option d (Object)	<ul style="list-style-type: none"> <li>• Unnecessary restrictions resulting in lost flexibility towards the evolution of CNFE</li> <li>• Support for Option A</li> </ul>
Q9d Student housing – Option d (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

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## Chapter 9 – Question 30e (Housing - Student Housing – Option e)

Do you support or object to the proposed option (d) on student housing, and why?

- Respondents – 8
- Support - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30e Student Housing – Option e (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Flexibility is required at this stage.</li> <li>• Rationale for student accommodation is not clear when it is typically provided in more central locations in Cambridge.</li> <li>• CNFE should be employment focussed allowing other complimentary uses to improve the area’s sustainability.</li> <li>• Student accommodation should be integrated to avoid concentration in one area.</li> </ul>
Councils’ response	Views are sought in the Issues and Options 2019 consultation regarding the approach to private rented sector housing, taking account of evidence prepared to support the Cambridge Local Plan.

## Chapter 9 – Question 31 (Services & Facilities - Provision of services and facilities)

Do you support or object to the proposed approach on provision of services and facilities, and why? Please also add any other suggestions for provisions of services and facilities.

- Respondents – 12
- Support (including qualified) - 9
- Object - 0

- Comment – 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q31 Provision of services & facilities (Support)	<ul style="list-style-type: none"> <li>• Regulation needed to ensure SME provide a wide range of services.</li> <li>• Early provision of schools and health centres where the accommodation is provided.</li> <li>• Supportive of this policy, especially regarding co-location of services for community, retail and leisure uses.</li> <li>• The proposal on services and facilities are supported.</li> <li>• Education and health services must be provided as there is already one school on Nuffield Road and a doctor's surgery.</li> <li>• Brookgate support the proposed approach. In order for the regeneration of the CNFE area to be successful the required services and facilities must be provided. This will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as CB4, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process. The delivery of such services and facilities is essential to ensure the creation of a vibrant, mixed use neighbourhood, as set out in the proposed vision.</li> <li>• The Science Park is a good example of this approach working.</li> <li>• Support. Balanced, sustainable community requires such services and facilities as do the employees working locally. It is considered important that these are not too fragmented across the CNFE as that could reduce their viability or contribution to extended opening hours and thus service provision.</li> </ul>
Q31 Provision of services & facilities (Comment)	<ul style="list-style-type: none"> <li>• Provision of community facilities need to be allowed for in the original design and built as the development becomes occupied.</li> <li>• Leisure/sporting facilities could be built at the northern and eastern edges of the site (as an acoustic barrier to the A14 and railway).</li> <li>• The proposed approach to the delivery of supporting services is supported in principle. However, the location of facilities must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated.</li> <li>• Community facilities should be provided early in the development of the residential component of the</li> </ul>

	development.
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding services and facilities that would be needed to support the Cambridge Northern Fringe, taking into account the revised vision for the area.

## Chapter 9 – Question 32 (Services & Facilities - New Local Centre)

**Do you support or object to the proposed approach for the new local centre, and why?**

- Respondents – 15
- Support (including qualified) - 10
- Object - 1
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q32 New local centre (Support)	<ul style="list-style-type: none"> <li>• Sensible but should not forget SMEs.</li> <li>• Residential flats will ensure the area is not dead in the evenings.</li> <li>• Provided it is tastefully done.</li> <li>• Where there is residential development there must also be local shops and community facilities, including a doctor's surgery.</li> <li>• Brookgate agree that a new local centre is essential to the creation of a vibrant, mixed use neighbourhood as set out in the proposed CNFE vision. It will act as both a focal point and a social hub for the CNFE area. There should be flexibility regarding its location along the Boulevard, positioning it around the station would ensure a highly accessible and sustainable location. It should include new retail provision to meet local needs and complement nearby centres as set out in objective 4 of the proposed development objectives. Employment and residential uses could be provided on upper floors.</li> <li>• Providing sufficient services for immediate needs of community near station most suitable location to ensure maximum use.</li> <li>• Residential flats will ensure the area is not dead in the evenings.</li> <li>• The Crown Estate support the approach set out for the new local centre and welcome the proposals to include retail</li> </ul>

	<p>and other uses within this location. These new uses should be located in one area (as part of the local centre) so as not to dilute the existing office and employment functions of the CNFE area.</p> <ul style="list-style-type: none"> <li>• The provision of such facilities together is likely to be more sustainable and viable.</li> </ul>
Q32 New local centre (Support)	<ul style="list-style-type: none"> <li>• A new local centre should be created to support the needs of a local community; however, it is not possible to make any informed decision on quantum, uses or location until the deliverability of the AAP area is further advanced.</li> </ul>
Q32 New local centre (Support)	<ul style="list-style-type: none"> <li>• The proposed new local centre in Options 2-4 is supported in principle. However, it is noted that it is proposed that this include a residential element and other elements which will be used by people, and in Option 2 the local centre appears to lie partially within the odour zone which is not suitable for such a use. The location of the local centre must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated.</li> <li>• At this stage the approach is too rigid and could need adaptation if more residential is included. Thus, location and form needs to be less specific.</li> <li>• Turnstone consider that any uses proposed on the CNFE site should be totally complementary to employment uses. Retail facilities of an appropriate scale would be an acceptable use, subject to commercial viability</li> </ul>
Councils' Response	<p>Views are sought in the Issues and Options 2019 consultation regarding the approach to district and local centres that are needed in the area taking into account the revised vision for the Cambridge Northern Fringe.</p>

## Chapter 9 – Question 33 (Services & Facilities - Open Space Standards)

**Do you support or object to the proposed approach on open space standards, and why?**

- Respondents – 19
- Support (including qualified) - 12
- Object - 1

- Comment - 6

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q33 Open space standards (Support)	<ul style="list-style-type: none"> <li>• Open spaces will make the area more pleasant to work and live in.</li> <li>• Encouragement of wildlife should be a default requirement, with a particular focus on providing habitat for birds, hedgehogs and bees.</li> <li>• Appropriate in the wider context.</li> <li>• Open space should be maximised.</li> <li>• Open space vital for health, relaxation and environmental enhancement - reflects existing standards elsewhere there parity providing sufficient space.</li> <li>• We support the application of the relevant open space standards but wish also to emphasise that the development must be integrated into the wider landscape through the improvement and development of green infrastructure beyond the currently identified site boundary. This should include the creation of a strategic accessible landscape/green space area along the River Cam Corridor and linking Milton Country Park (akin to developments to the south and west of Cambridge).</li> <li>• Support. Open space is very important in high density schemes and can also help to reduce the impact of tall buildings.</li> </ul>
Q33 Open space standards (Object)	<ul style="list-style-type: none"> <li>• Support provision of open space in particular, which is not addressed in Option 1. Support a higher level than shown in any of the Options, given the huge benefits that open space provides to well-being and how crowded Cambridge is.</li> </ul>
Q33 Open space standards (Comment)	<ul style="list-style-type: none"> <li>• Brookgate agree that the re-development of the CNFE area presents a range of opportunities to enhance the existing green infrastructure. There should however remain flexibility to allow the off-site provision of certain open space typologies such as playing fields.</li> <li>• The standards need to be defined in the context of the proposals and the wider context beyond the AAP area as promoted through enhanced connections to a variety of amenity spaces in the wider area.</li> <li>• On the proviso that the emerging Open Space Standards, as set out in Policy 68 and Appendix I of the Cambridge Local Plan 2014 (proposed submission) only apply to residential development, Turnstone does not object to the approach that has been suggested. It must be clear, however, that the Open Space Standards should only</li> </ul>

	<p>apply to residential developments, and that questions of the appropriate quantum of open space related to commercial developments should be negotiated on a case by case basis.</p> <ul style="list-style-type: none"> <li>• The approach to the provision of open space is supported in principle. However, regard needs to be paid to amenity issues which may arise from other uses in the CNFE area, such as the Water Recycling Centre, waste management uses and railheads which could give rise to dust, noise and odour. Open space needs to be located in a position where such matters will not arise and/or can be satisfactorily mitigated; otherwise the areas will not be capable of being used and enjoyed for the purpose designed.</li> <li>• The policy to require open space is supported, as the action plan area is located in both Cambridge City and South Cambridgeshire the local plan with the greater requirement for open space should be followed to ensure enough provision is made.</li> <li>• Access to open space is a key wider determinant of health.</li> </ul>
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding the approach to opens space taking into account the revised vision for the site.

## Chapter 9 – Question 34 (Transport – Key transport and movement principles)

**Do you support or object to the proposed key transport and movement principles, and why? Please add any other suggestions you have for key transport and movement principles to improve and promote sustainable travel in the area.**

- Respondents – 24
- Support (including qualified) - 13
- Object - 3
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q34 Key transport & movement principles (Support)	<ul style="list-style-type: none"> <li>• New bus routes running through the area</li> <li>• New bus stops half way down the new Cowley Road</li> <li>• Old Cowley Road pedestrianized</li> <li>• River taxi, car parking the guided bus, cycling and taxis.</li> <li>• More crossings of the railway and river to assist in traffic</li> </ul>

	<p>flow.</p> <ul style="list-style-type: none"> <li>• focus on walking, public and cycles - car parking creates too much dead space</li> <li>• A pedestrian/cycle path should be provided, linking the Jane Coston Bridge with the Station.</li> <li>• Good bus links must be provided for those who are unable to walk or cycle to work.</li> <li>• Promotion of non-car and active modes of travel, delivering a highly accessible development.</li> <li>• Need to recognise that CNFE will generate additional vehicle trips.</li> <li>• A key principle needs to include 'enhance the Milton Road corridor to ensure that traffic can move efficiently in appropriate locations'.</li> <li>• Cambridgeshire CC Transport Strategy (Cambridge and South Cambridgeshire) and associated strategic transport modelling significantly underestimates development opportunities.</li> <li>• The TSCSC recommendations (and proposed City Deal schemes) don't adequately</li> <li>• address existing highway network constraints or consider measures required to unlock the full potential of CNFE.</li> <li>• Radical solutions are likely to be required to enable appropriate road based access to the sites.</li> <li>• Strongly support the focus on making transport safer and more sustainable.</li> <li>• Opportunity to create safe and attractive routes for pedestrians and cyclists.</li> <li>• Permeability (for these users) is very important to making the area attractive.</li> <li>• All criteria necessary to ensure sustainability.</li> <li>• Need recognition that some staff and visitors to current and future uses will make journeys by car.</li> <li>• The absence of any information about traffic and junction layout is a considerable omission as it is impossible to assess the relative impacts of the options on existing developments within the AAP area.</li> <li>• Support the proposed key transport and movement principles and welcome the focus on sustainable transport.</li> <li>• Focus on public and active transport.</li> <li>• Filtered permeability (full access for sustainable modes, no through routes for motor vehicles) needed throughout to create an attractive environment for cycling and walking.</li> <li>• Bus gates to provide efficient bus routes.</li> <li>• Off-site junctions must consider cyclists and walkers avoiding indirect, multi-stage crossings for these users.</li> <li>• Avoid current Cowley Road design that disadvantage active modes in preference to private motor traffic.</li> <li>• Open up parallel Network Rail route as a high quality cycle</li> </ul>
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	<p>and walking provision to resolve this issue</p> <ul style="list-style-type: none"> <li>• Transport and improvements to infrastructure need to consider the whole CNFE AAP area so that any improvements needed reflect the future needs of the whole area and not individual land ownerships.</li> <li>• Incremental improvements by various land owners based on demand and phasing related only to that land ownership should be resisted as that may lead to greater disruption over the period in which the CNFE is developed, both to those with the CNFE area and outside as offsite improvements are likely to be required.</li> <li>• RLW Estates generally support the transport and movement principles.</li> <li>• Specific reference should be made to the new station and other gateways to the site (such as Milton Road and the Jane Costen Bridge - both as a key element of the sustainable transport infrastructure serving the area, and in terms of its contribution to the role which CNFE should play in fulfilling the wider growth strategy for the Cambridge area.</li> <li>• The approach on transport is broadly supported particularly the approach on walking and cycling.</li> </ul>
<p>Q34 Key transport &amp; movement principles (Object)</p>	<ul style="list-style-type: none"> <li>• Need to maximise the potential for sustainable links between CNFE and existing and planned communities.</li> <li>• Suggested wording is as follows: "To ensure sustainable transport links are made with existing and new communities, including Waterbeach New Town"</li> <li>• Doubtful that the site can fulfil its development potential without the provision of direct access from the A14.</li> <li>• Need to investigate this option.</li> <li>• The transport modelling of the wider development area and mitigation strategies/new road infrastructure will be crucial in the development of the AAP. Until this modelling data is available and understood, there is no benefit in developing the AAP.</li> <li>• The Crown Estates do not support the proposals to allow public access through CBP.</li> </ul>
<p>Q34 Key transport &amp; movement principles (Comment)</p>	<ul style="list-style-type: none"> <li>• Access to the new railway station would be significantly improved.</li> <li>• Turn Network Rail's disused private access road from Milton Road to Chesterton sidings along the north side of Cambridge Business Park into a public footpath and cycleway - more pleasant than the foot/cycle path planned for Cowley Road. Would enable the Crown Estate to install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and</li> </ul>

	<p>encourage travel to the Cambridge Business Park by train.</p> <ul style="list-style-type: none"> <li>• Turning the current railway sidings along the north side of the Business Park in to a cycle / pedestrian route would be more pleasant and convenient than the proposed route for Cowley Road up to the boundary of the current sidings. This would also allow for entrances to be installed on the north side of Cambridge Business Park, allowing easier access for commuters.</li> <li>• Policy must also consider the needs of those who are unable to cycle or walk to work.</li> <li>• Cycling is not a solution for everyone, especially older members of the community and the needs of all must be considered.</li> <li>• Where cars are not an option good regular all day and evening public transport must be provided.</li> <li>• Need to provide bus transport to the station for local residents</li> <li>• Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated to improve safety.</li> <li>• Need to emphasise the significant role that could be played by the new railway station and the Guided Bus, both of which clearly have scope to help meet the objective to minimise journeys to the site by private car</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme. Although this is true of all options, this is particularly the case for those that propose higher levels of development which might require significant transport intervention to ensure that transport impacts are not severe. This applies to both the local networks (walk, cycle, bus, and highway) and also the strategic road (i.e.: Highways Agency) and rail (i.e.: Network Rail) networks.</li> <li>• The CNFE is a mixed use area with a variety of uses existing and proposed through the AAP. There will be a wide variety of modes of transport ranging from pedestrian and cyclist to heavy commercial vehicles (HCVs) accessing the B2, B8 and Sui Generis areas. It is important to have some degree of separation between HCVs and other users. This is in part encompassed by the objective relating to safety, but the need to separate and avoid conflict between the less compatible transport modes such as HCVs and pedestrian / cyclists could be made more explicit in the transport and movement principles.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been

	informed by new evidence in the form of the Ely to Cambridge Transport Study.
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## Chapter 9 – Question 35 a (Transport – Modal share target - Option a)

**Do you support or object to the proposed Option a on modal share target, and why?**

- Respondents – 11
- Support (including qualified) - 2
- Object - 5
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35a Modal share target – Option a (Support)	<ul style="list-style-type: none"> <li>• Orbital bus routes also for local residents</li> <li>• Support the setting of a modal share target for the CNFE. The 24% car trip target should be applied to trips that have an origin and destination within Cambridge City only, recognising that short urban trips have the highest propensity to be undertaken on foot, by bicycle or public transport.</li> <li>• This may be challenging to deliver given the potential employment levels created here and the regional draw to such employment. It is considered that a target is required but this needs to be realistic and challenging.</li> </ul>
Q35a Modal share target – Option a (Object)	<ul style="list-style-type: none"> <li>• The modal share target set for of 24% car trips by 2031 is an aspirational target, it is not clear how this will be obtained or monitored, it should also be noted that there is an obvious funding gap in the Councils transport infrastructure plans.</li> <li>• Paragraph 154 of the NPPF advises that Councils should be aspirational but realistic. Due to transportation infrastructure funding gaps it is doubtful if this target is realistic.</li> <li>• Matching the modal share target is not ambitious enough. It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved.</li> <li>• The absence of any information about traffic generation means it is impossible to assess if this target is achievable.</li> </ul>

	<ul style="list-style-type: none"> <li>• Support option C</li> </ul>
Q35a Modal share target – Option a (Comment)	<ul style="list-style-type: none"> <li>• Orbital bus, with new rail/river crossing to Wadloes Road</li> <li>• Pedestrianised existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works</li> <li>• Pedestrianised area around the new square (as featured on map)</li> <li>• Buses running until midnight with stops on the new Cowley Road (B on map)</li> <li>• Bus routes from the north (A10/Waterbeach/Milton) should be routed via the new station to improve connectivity via public transport and buses should run every day and up to midnight, to encourage people to use the bus.</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>

## Chapter 9 – Question 35 b (Transport – Modal share target - Option b)

Do you support or object to the proposed Option b on modal share target, and why?

- Respondents – 13
- Support (including qualified) - 8
- Object - 4
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35b Modal share target – Option b (Support)	<ul style="list-style-type: none"> <li>• Orbital bus, with new rail/river crossing to Wadloes Road</li> <li>• Pedestrianise existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works</li> <li>• Pedestrianised area around the new square (as featured on map)</li> <li>• Buses running until midnight with stops on the new Cowley Road (B on map)</li> <li>• Show we can be innovative and leading for new infrastructure.</li> <li>• Make the area an example of what can be achieved. Cambridge is already a tech and academic hub; and in the next few years will, hopefully, become a model cycling city.</li> </ul>

	<p>Let's merge those three together and show the country what is possible. Silicon Valley-meets-Copenhagen, if you will.</p> <ul style="list-style-type: none"> <li>• The rail, bus and cycle links make this an ideal opportunity to maximise travel by train, bus and cycling instead of by car.</li> <li>• Modal share targets need to be ambitious but realistic and achievable. The Cambridgeshire County Council Cambridge Sub Regional Model (CSRМ) should be utilised to undertake further transport modelling work for the CNFE to develop appropriate modal share targets for the CNFE. Once further modelling work has been undertaken it will be possible to identify whether tougher modal share targets can be achieved at the CNFE.</li> <li>• It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved.</li> <li>• The absence of any information about traffic generation means it is impossible to assess if this target is achievable.</li> <li>• Subject to viability; recognise the need to minimise car journeys and exploit the enhanced transport infrastructure.</li> <li>• Strongly support Option B</li> <li>• Go beyond the target set for the city and make the area an exemplar scheme.</li> <li>• This development is an ideal opportunity to have aspirational transport goals.</li> <li>• The Guided Busway, a new rail link and the local cycle network provide excellent connections by public and active transport.</li> <li>• Every effort should be made to minimise private motor vehicle use at this location.</li> </ul>
<p>Q35b Modal share target – Option b (Object)</p>	<ul style="list-style-type: none"> <li>• Policies that attempt to force people into doing things they don't want to will both be unpopular and cause trouble - see, for example, the parking problems in Orchard Park resulting from insufficient provision of parking spaces.</li> <li>• To set an unrealistic target for modal shift at a time when there is an obvious funding gap in the Councils transport infrastructure plans would not be compliant with paragraph 154 of the NPPF</li> <li>• Support option C</li> </ul>
<p>Q35b Modal share target – Option b (Comment)</p>	<ul style="list-style-type: none"> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular</li> </ul>

	proposals requiring significant transport intervention for both local, strategic and rail networks.
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## Chapter 9 – Question 35 c (Transport – Modal share target - Option c)

Do you support or object to the proposed Option c on modal share target, and why?

- Respondents – 6
- Support (including qualified) - 3
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35c Modal share target – Option c (Support)	<ul style="list-style-type: none"> <li>• It is inappropriate to set such targets in policy before the precise mix of uses is known and understood.</li> <li>• The absence of any information about traffic generation means it is impossible to assess if this target is achievable.</li> <li>• I don't think a local plan such as this should get itself involved in such matters and not constrain any particular form of transport.</li> </ul>
Q35c Modal share target – Option c (Object)	<ul style="list-style-type: none"> <li>• Support using this opportunity to minimise car usage.</li> <li>• Realistic and achievable targets should be set in order to determine the likely transport impact of the CNFE and to what extent travel planning and transport improvements are able to mitigate the impact. Modal share targets should be produced to inform the development of a package of phased transport measures required to achieve the targets.</li> </ul>
Q35c Modal share target – Option c (Comment)	<ul style="list-style-type: none"> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>

## Chapter 9 – Question 35 d (Transport – Modal share target - Option d)

Do you support or object to the proposed Option d on modal share target, and why?

- Respondents – 8
- Support - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35d Modal share target – Option d (Comment)	<ul style="list-style-type: none"> <li>• There should be a footpath (and possibly cycle path as well) from the new station to Green End Road, to encourage local people to leave cars at home.</li> <li>• Buses should stop along Milton Road to collect local people who want to use the station etc. At present many buses travel along Milton Road, but few stop.</li> <li>• Perhaps buses travelling along Milton Road could also serve the station via Cowley Road.</li> <li>• I would like to be able, for example, to get on a bus at Union Lane to take me to the new station.</li> <li>• The 24% car trip target by 2031 only focuses on car trips within Cambridge. Therefore further assessment work is required to identify realistic CNFE site wide car modal share targets and targets for individual land uses. The CNFE modal share targets need to be linked to a package of phased transport measures that are required to achieve the modal share targets.</li> <li>• Whilst the benefits of an overly prescriptive approach to mode share within the area are questionable it is clear there is strong potential for the CNFE Area to become an exemplar sustainable community and destination. To ensure this goal is fulfilled, sustainable transport links to existing and new communities, including Waterbeach New Town, need to be emphasized.</li> <li>• Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey and Fen Ditton via the planned Chisholm Trail river bridge. Bus shuttles should be considered for all the surrounding areas with departure/arrival times properly matched with rail services. Through bus services such as the green P&amp;R service or number 9 should call at the station with Citi 2 terminus.</li> <li>• It is very difficult, at this early stage in the evolution of</li> </ul>

	<p>CNFE, to say with certainty that modal shift percentages can and will be achieved. It is certainly a worthwhile objective to ensure that modal share targets that are set for the whole of Cambridge are met on the site, and there is room for optimism that this can be achieved at CNFE. This will however be an exacting target, and Turnstone do not consider that it would yet be appropriate to seek to go beyond the target of 24% set for the City as a whole.</p> <ul style="list-style-type: none"> <li>• Not possible to set a precise target at present given the uncertainty at this stages in the process as regards the mix of land uses in the scheme. However RLW Estates object to no mode share target being set as this would almost certainly undermine the transport and movement principles.</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>
Councils' response to Question 35a – 35d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. This includes a revised approach to mode share, proposing use of a highway 'trip budget' .

## Chapter 9 – Question 36a (Transport – Vehicular access and road layout - Option a)

### Do you support or object to the proposed Option a for Cowley Road, and why?

- Respondents – 10
- Support - 2
- Object - 6
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36a Vehicular access & road layout - Option a (Support)	<ul style="list-style-type: none"> <li>• Minimise car usage and maximise use of rail, bus and cycling.</li> <li>• Do not build any additional roads.</li> <li>• Retain existing Cowley Road as the main access road for all modes of transport.</li> <li>• Need to re-route HGV movements on a dedicated route to the north of Cowley Road and provide a more pedestrian</li> </ul>



	<p>and cycle friendly main access through the AAP area along Cowley Road.</p> <ul style="list-style-type: none"> <li>• The whole of the 'corridor' between the disused NR access road, the First Public Drain and the existing Cowley Road should be used to create a wide tree-lined boulevard delivering a high quality walking and cycling route as well as appropriate vehicle access to CNFE.</li> </ul>
<p>Q36a Vehicular access &amp; road layout - Option a (Object)</p>	<ul style="list-style-type: none"> <li>• Pedestrianise existing Cowley Road</li> <li>• New boulevard to the north, adjacent to the sewage works</li> <li>• HGV banned from turning right towards the station</li> <li>• By retain Cowley Road as the only entrance / exit into the AAP site, future development opportunities would be restricted especially those associated with industrial / waste / minerals uses which is what this AAP should focus its attention on developing</li> <li>• Option A would be a disaster. Need to improve pedestrian and cycling access to the new station. The road is too narrow and totally unsuitable for these users to share it with general traffic.</li> <li>• The absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists.</li> <li>• There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs. The redevelopment of the area provides an opportunity to improve conditions. This includes improved separation between HCVs and other users, given the significant levels of demand likely to be generated by the AAP proposals, but also to minimise the impact of such traffic on other land uses through minimisation of noise and vibration of vehicles</li> </ul>
<p>Q36a Vehicular access &amp; road layout - Option a (Comment)</p>	<ul style="list-style-type: none"> <li>• Retain Cowley Road as the main site access but Milton Road corridor must cater for sustainable modes of travel to allow reliable journey times from new and existing communities.</li> <li>• No objection to separating the heavy industrial traffic from pedestrians and cyclists.</li> <li>• No objection in principle to the creation of a new access road along the southern boundary of the WRC. However, land ownership details will need to be clarified.</li> </ul>

## Chapter 9 – Question 36b (Transport – Vehicular access and road layout - Option b)

Do you support or object to the proposed Option b for Cowley Road, and why?

- Respondents – 14
- Support - 5
- Object - 4
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36b Vehicular access & road layout – Option b (Support)	<ul style="list-style-type: none"> <li>• To protect the area from increased congestion, there must be a focus on encouraging people to use sustainable modes of transport.</li> <li>• Need to make the routes safe and easy to use for cyclists and pedestrians, improving the journey times and experience for everyone.</li> <li>• A second vehicular access is a reasonable compromise. However, it must consider active modes at a design stage; efficient access, priority over side roads, dedicated space. Also there should be no through routes between the two vehicular accesses, to prevent rat running and create a safe attractive space for active modes. Filtered permeability and bus gates should be used to enable active and public modes have full access to the site.</li> <li>• Option B is supported above Option A, but less than Option C.</li> <li>• Cowley Road access would also be greatly improved by opening up the old Network Rail access track as a high quality off road cycle and walking connection.</li> <li>• Priority for cyclists and pedestrians will become increasingly important</li> <li>• Would segregate station and cycling/walking traffic from main employment route. However, the absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists.</li> </ul>
Q36b Vehicular access & road layout – Option b (Object)	<ul style="list-style-type: none"> <li>• Minimise car usage and maximise use of rail, bus and cycling.</li> <li>• Do not build any additional roads.</li> <li>• Object to proposal to restrict private car movements on Cowley Road. A Quality Bus corridor is being constructed south of Cowley Road as an extension of the existing CGB. This route should be open to all public transport vehicles</li> </ul>

	<p>both guided and un-guided. The CGB route is sufficient to provide reliable and fast public transport services to the new railway station and the AAP area. High quality cycle facilities can be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road, without needing to restrict vehicle movements on Cowley Road.</p> <ul style="list-style-type: none"> <li>• No details about funding necessary before a large quantum of development can take place. This would prioritise sustainable modes of transport suitable for the AAP site if this included a large amount of residential and office uses. Doubtful that those uses can be delivered.</li> </ul>
<p>Q36b Vehicular access &amp; road layout – Option b (Comment)</p>	<ul style="list-style-type: none"> <li>• Support the focus on walking, cycling and public transport. But to make a route truly attractive for these users, pedestrians should not be forced to share pavement with cyclists and cyclists should have a route separate from the road. There is no reason why this cannot be achieved and it is unclear whether even option B would do this, as Cowley Road will still be narrow even if most of its traffic is removed. What is really needed is a new route away from the road.</li> <li>• The improvements to Cowley Road are supported but sustainable modes of travel along the Milton Road corridor must be catered for to allow reliable journey times from new and existing communities. Any new junction arrangements with Milton Road must be shown to deliver benefits to all but with reference to the hierarchy of users.</li> <li>• There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area.</li> <li>• Priority for cyclists and pedestrians will become increasingly important.</li> <li>• We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.</li> </ul>

## Chapter 9 – Question 36c (Transport – Vehicular access and road layout - Option c)

Do you support or object to the proposed Option c for Cowley Road, and why?

- Respondents – 14
- Support - 8
- Object - 1
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36c Vehicular access & road layout – Option c (Support)	<ul style="list-style-type: none"> <li>• Keeping heavy traffic away from any residential development is highly desirable.</li> <li>• HGV route will be needed</li> <li>• Option C is supported above Option A and Option B</li> <li>• Support the provision of a new Heavy Goods Vehicle access parallel and to the north of Cowley Road for industrial, minerals and waste activities only. This vehicle access strategy will significantly reduce heavy good vehicle movements from Cowley Road, allowing the flexibility to create a safer walking and cycling environment for CNFE residents and employees along the Cowley Road corridor.</li> <li>• Support in principle. The creation of a dedicated HGV access to support the existing industries on site is considered to be a positive step in developing the AAP site for an industrial hub. However, there remains substantial concern about the funding and deliverability of such a solution.</li> <li>• The absence of any information about traffic generation means it is impossible to assess the impacts of this option.</li> <li>• Cowley Road should be prioritised for the station, office and any residential traffic. Turnstone agrees that it would be sensible for any heavy goods vehicle (HGV) access to be provided parallel and to the north of Cowley Road, for industrial, minerals and waste activities only. This should not pre-determine that heavy industrial or - for instance - minerals/aggregates uses will be a permanent feature at CNFE, but it would make considerable sense to have appropriate contingencies in terms of access in place right from the very outset.</li> <li>• The provision of a new HGV access to the area would be a major benefit for all industrial, minerals and waste activities taking place in the area. A route separating HGV traffic from traffic accessing the station, office and residential areas would be a major improvement in terms of Health and Safety. It would also reduce congestion and improve the ease and efficiency of access for all concerned.</li> </ul>

	<ul style="list-style-type: none"> <li>We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.</li> </ul>
Q36c Vehicular access & road layout – Option c (Object)	<ul style="list-style-type: none"> <li>It would encourage developments which lead to more lorries going to the site.</li> </ul>
Q36c Vehicular access & road layout – Option c (Comment)	<ul style="list-style-type: none"> <li>All aggregate lorries should access the site via westbound on-off slips from the A14 and not go onto Milton Road at all.</li> <li>Access solutions that look to segregate heavy vehicle traffic from more vulnerable users are supported but designs and movement strategies must ensure that the future wholesale redevelopment of the area is acknowledged.</li> <li>HGV route will be needed.</li> <li>There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area.</li> </ul>

## Chapter 9 – Question 36d (Transport – Vehicular access and road layout - Option d)

### Do you support or object to the proposed Option d for Cowley Road, and why?

- Respondents – 19
- Support (including qualified) - 2
- Object - 1
- Comment - 16

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36d Vehicular access & road layout – Option d (Support)	<ul style="list-style-type: none"> <li>The nearside lane of Milton Road southbound from the interchange should be a Cowley Road only filter lane.</li> <li>A route for aggregate lorries serving the A14 improvements</li> </ul>

	<p>to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road. If a left-turn-off left-turn-on route is made west of the railway then it should continue beside the A14 to join with Cowley Road as a dedicated access for heavy lorries headed towards Cambridge.</p> <ul style="list-style-type: none"> <li>• Cyclists and pedestrians need to be catered for on each and every access road. Should the plan opt for a second access road the Campaign recommends that no through routes for motor vehicles are created between them, preventing the temptation for drivers to rat-run through the development to beat traffic on Milton Road. Flexibility and convenience of routes for active modes must be as good, indeed better, than that available for motorised vehicles. Providing this filtered permeability is crucial for central areas to be attractive for cycling and walking.</li> </ul>
Q36d Vehicular access & road layout – Option d (Object)	<ul style="list-style-type: none"> <li>• Plan does not seem terribly joined up about road access. The whole question of linkages to the A14 from Fen Road could be readily added into this mix, unsnarling major traffic issues.</li> </ul>
Q36d Vehicular access & road layout – Option d (Comment)	<ul style="list-style-type: none"> <li>• A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road.</li> <li>• Strategic traffic modelling work is required to identify the highway capacity improvements required on the Milton Road corridor and access to the site. Priority needs to be given in the City Deal to funding transport schemes that improve the accessibility of the CNFE site.</li> <li>• Area-wide travel planning should be given greater importance in reducing existing vehicular travel demand by extending the existing Travel Plan Plus scheme. The County Council also needs to undertake further assessment work to understand the impact of the new railway station on the potential for modal shift from car to rail trips in the local area.</li> <li>• Concentrate major highway improvements in the interface where Cowley Road meets Milton Road - to perpetuate a situation of the whole CNFE area being accessed through a single stretch of road wedged between the Innovation Park and the TV building is simply going to exacerbate existing problems.</li> <li>• The quantum of development envisaged through the AAP should be reduced to reflect that which is sustainable in the next five years. This needs to take account of the delivery times for the railway station, Guided busway interchange and the Milton Road A10 / A14 access upgrades.</li> </ul>

	<ul style="list-style-type: none"> <li>• Need to widen Milton Road to two lanes southbound, between the Science Park junction and the busway. Congestion approaching the Science Park is already a serious problem, particularly as it often stretches back to the A14. This problem can only become worse if the area is developed, even if the focus is on sustainable transport.</li> <li>• Vehicle access into and out of the CNFE Plan area remains a significant problem. A major new interchange is required for vehicle traffic, with the existing network of footpath and cycleways creating links to the surrounding area. If provision is not materially increased, existing problems will be exacerbated, dissuading landowners from looking at alternative uses and discouraging investors from bringing forward development proposals.</li> <li>• Insufficient detail to comment at this stage.</li> <li>• Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated. This is the chance to prevent the distressing and needless deaths one sees so often in London and the cities.</li> <li>• Bus priority measures are being explored along Milton Road and this is supported in principle. The potential to intelligently use carriageway space in the vicinity of the Science Park should also be explored to respond to changes in tidal demand.</li> <li>• We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.</li> <li>• In addition to the vehicular options proposed through the CNFE AAP, in order to relieve traffic congestion around the existing A14/Milton Road junction, TTP Consulting have considered whether an additional access from the A14 to the station could be included within the AAP and delivered as part of the redevelopment. Request consideration of this option to address existing and future transport, highways and access issues.</li> <li>• Option dependents upon the final option chosen for CNFE, its context of the whole site and not individual land ownerships or phasing. Separation of cyclists and pedestrians from vehicles should be an aim.</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular</li> </ul>
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	<p>proposals requiring significant transport intervention for both local, strategic and rail networks.</p> <ul style="list-style-type: none"> <li>Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft AAP.</li> </ul>
Councils' response to Questions 36a – 36d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft AAP.

## Chapter 9 – Question 37a (Transport – Parking at transport interchange - Option a)

**Do you support or object to the proposed Option a for parking at the proposed new rail/bus transport interchange, and why?**

- Respondents – 7
- Support (including qualified) - 1
- Object - 5
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37a Parking at transport interchange – Option a (Support)	<ul style="list-style-type: none"> <li>• Low-level car parking facilities</li> </ul>
Q37a Parking at transport interchange – Option a (Object)	<ul style="list-style-type: none"> <li>• Object to the current proposed surface car parking layout. The consented layout fails to make best use of the site. It would be difficult to extend or to construct a multi-storey structure on the footprint given the site's shape and proximity to the Bramblefields reserve.</li> <li>• Better location for a surface car park is adjacent to the existing main railway line, north of new station building. A conventional rectangular footprint could be used, being more efficient in terms of the number of spaces and providing flexibility to convert to a multi-storey car park if sufficient future demand arises.</li> <li>• Short-sighted option: Justification for capacity not provided</li> <li>• CNFE Area should maximise developable land in and around the comprehensive transport networks that exist.</li> </ul>



	<ul style="list-style-type: none"> <li>• Support option B</li> </ul>
Q37a Parking at transport interchange – Option a (Comment)	<ul style="list-style-type: none"> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> </ul>

## Chapter 9 – Question 37b (Transport – Parking at transport interchange - Option b)

**Do you support or object to the proposed Option b for parking at the proposed new rail/bus transport interchange, and why?**

- Respondents – 14
- Support (including qualified) - 12
- Object - 0
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37b Parking at transport interchange – Option b (Support)	<ul style="list-style-type: none"> <li>• Makes better use of the land and not everyone can walk or cycle to the station. Would there be appropriate public transport when the late trains arrive from London?</li> <li>• Support a multi-storey car park. Witness the pressure on parking at the main station. Not everyone can walk or cycle.</li> <li>• Support the location of a surface car park that makes best use of the overall site. It is recommended that the surface car park is constructed adjacent to the existing main railway line to the north of the new station building. The surface car park could be laid out in a conventional rectangular footprint which is more efficient in terms of the number of spaces and provides flexibility to convert to a multi-storey car park if there is sufficient future demand.</li> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> <li>• Important to make best use of the available space</li> <li>• Flexible option with more realistic longer term solution although no details of capacity given</li> <li>• The efficient use of land is supported in this key Cambridge</li> </ul>

	<p>North location where strong sustainable transport links are already in place and will be enhanced between existing and new communities, including Waterbeach New Town.</p> <ul style="list-style-type: none"> <li>• Will ensure more people have the ability to use the station</li> <li>• Maximises land use, potentially enables a wider range of land uses and should enable more residential development away from the odour footprint.</li> </ul>
Q37b Parking at transport interchange – Option b (Comment)	<ul style="list-style-type: none"> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> <li>• Should consider a multi-storey car park. Cambridge North could, and possibly should be, a new city centre, so we will need considerably more parking than is currently proposed in the future.</li> </ul>

### Chapter 9 – Question 37c (Transport – Parking at transport interchange - Option c)

**Do you support or object to the proposed Option c for parking at the proposed new rail/bus transport interchange, and why?**

- Respondents – 5
- Support - 0
- Object - 0
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37c Parking at transport interchange – Option c (Comment)	<ul style="list-style-type: none"> <li>• The car parking at the Station should be for station users only. The car park should not be operated as a 'park and ride' site for the CGB.</li> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> <li>• Adequate provision should be made to preclude overspill parking elsewhere in the area.</li> <li>• The key priority as regards car parking is to ensure that it is provided to a standard and in a way which supports the</li> </ul>

	overall strategy for CNFE. Therefore, proper provision needs to be made both for appropriate car parking, but also for public realm befitting of one of the main entrances to CNFE.
Councils' response to Questions 37a – 37c	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft AAP.

## Chapter 9 – Question 38a (Transport – Car Parking standards - Option a)

**Do you support or object to the proposed Option a for car parking standards, and why?**

- Respondents – 7
- Support (including qualified) - 4
- Object - 1
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38a Car parking standards – Option a (Support)	<ul style="list-style-type: none"> <li>• Parking standards should not be more onerous than in the rest of the city especially given the location on the edge of the settlement.</li> <li>• This is the least worst Option</li> <li>• Should include CCC adopted car parking standards and cycle parking standards.</li> <li>• The Crown Estates are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver</li> <li>• on this initiative within 2015, again this is part of their Sustainability Action Plan.</li> </ul>
Q38a Car parking standards – Option a (Object)	<ul style="list-style-type: none"> <li>• The car parking restrictions in appendix L8 of the referenced documents are far too tight - see what has happened about car parking in Orchard Park</li> </ul>
Q38a Car parking standards – Option a (Comment)	<ul style="list-style-type: none"> <li>• Brookgate support the use of car parking standards across the whole area that are more restrictive than the car parking standards policy set by the Cambridge City Council car parking standards, to reflect the highly sustainable location. The current policy however forms a useful starting point in discussions over car parking levels.</li> </ul>

	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>
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### Chapter 9 – Question 38b (Transport – Car Parking standards - Option b)

**Do you support or object to the proposed Option b for car parking standards, and why?**

- Respondents – 10
- Support (including qualified) - 6
- Object - 3
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38b Car parking standards – Option b (Support)	<ul style="list-style-type: none"> <li>• In the future cars should not be the primary mode of transport.</li> <li>• Support more restrictive car parking standards across the whole area to reflect the highly sustainable location. Transport modelling work will assist in determining the appropriate levels of car parking taking into account the site accessibility and proposed land-uses. It should be recognised that car parking levels particularly for commercial development should not be set too low as it may make development unattractive to potential tenants, particularly given the high car parking levels consented on adjacent established commercial development sites. The under-provision of car parking could also lead to off-site overspill parking.</li> <li>• Consideration to be given to this to reflect sustainability of location</li> <li>• Restricting car parking standards across the whole area will reflect the area’s highly sustainable location.</li> <li>• Enabling active and public transport must be the focus for this development. Restrictions on private motor use are part of achieving this mode shift.</li> </ul>

	<ul style="list-style-type: none"> <li>• Sensible approach to maximise more sustainable forms of transport as well as encouraging employers to support more sustainable forms of transport for travel to work.</li> </ul>
Q38b Car parking standards – Option b (Object)	<ul style="list-style-type: none"> <li>• Even tighter restriction for residential accommodation would be ridiculous (see answer to 38a). However, there is a need to ensure that parking intended for residents and their visitors isn't usurped by station and business users. Therefore such parking should not be "on-street" but within the confines of each property, in order to avoid having to pay for a "residents' parking scheme".</li> <li>• Encourages on-street parking, competition for spaces and does not reduce car usage, just displaces it.</li> <li>• This is the worst option.</li> </ul>
Q38b Car parking standards – Option b (Comment)	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks</li> </ul>

## Chapter 9 – Question 38c (Transport – Car Parking standards - Option c)

**Do you support or object to the proposed Option c for car parking standards, and why?**

- Respondents – 6
- Support (including qualified) - 1
- Object - 3
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38c Car parking standards – Option c (Support)	<ul style="list-style-type: none"> <li>• Support only providing displacement of station area parking is carefully controlled to prevent problems elsewhere.</li> </ul>
Q38c Car parking	<ul style="list-style-type: none"> <li>• As experience in the rest of Cambridge has shown, if you</li> </ul>

standards – Option c (Object)	<p>stop people parking in one place or charge for it they will just move to parking somewhere nearby (even, it seems, on double yellow lines). Therefore, you have no option but to either provide entirely adequate car parking facilities for those who want to park, or to provide car parking facilities on individual properties that are owned by the residents.</p> <ul style="list-style-type: none"> <li>• Brookgate object to a 'tiered' approach to car parking standards based on the proximity to the station. The success of the whole AAP will in part be based on linking the benefits of the new station and the extension of the CGB with the whole AAP site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation (and the wider area) to shift from car dominated transport to other modes.</li> <li>• This is the second worst Option.</li> </ul>
Q38c Car parking standards – Option c (Comment)	<ul style="list-style-type: none"> <li>• More focus on public transport</li> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>

## Chapter 9 – Question 38d (Transport – Car Parking standards - Comments)

### Do you have other comments on car parking standards?

- Respondents – 9
- Support (including qualified) - 1
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38d Car parking standards	<ul style="list-style-type: none"> <li>• It is entirely appropriate for the Plan to acknowledge that car parking in and around a new CNFE area will be an important part of any new development. This is particularly</li> </ul>

(Support)	<p>the case where existing employment areas have established patterns of movement and car parking which seek to meet the needs of users. We acknowledge that owners and tenants of existing buildings will perhaps need a more stringent car parking management system in place to ensure that there is no abuse of the spaces within their control.</p>
Q38d Car parking standards (Comment)	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks</li> <li>• A balanced approach is required recognising the accessibility of the site by non-car modes but also the need to provide appropriate levels of operational car parking. Further modelling work should be undertaken to inform the car parking standards for each of the land uses proposed on the CNFE site.</li> <li>• It is important that any new developments which do come forward do not compound existing parking problems. Landowners such as St John's College along with their tenants may well need a more stringent car parking management system to ensure proper controlled parking in the instance where new significant development is coming forward.</li> <li>• All the options fail to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. This replicates the horrendous conditions at Cambridge railway station where vehicles pick up and deposit people just a couple of metres from the front door, creating a fume-filled and dangerous approach, frequently gridlocked and preventing buses from completing a turning round a small roundabout. This delays the buses from arriving at their stops, delays the public travelling on them and makes it the poor relation.</li> <li>• Consideration to be given to reflect sustainability of location</li> <li>• No preference on the three options but it is relevant that car use can be further discouraged by ensuring sustainable links are secured to existing and planned communities, including Waterbeach New Town. A relationship between accessibility and parking provision is a sensible and pragmatic approach. Any adopted parking standards need to consider the volume of vehicles that this could in turn</li> </ul>

	<p>generate and the implications for traffic and transport along the important Milton Road corridor.</p> <ul style="list-style-type: none"> <li>• Turnstone agrees that appropriate levels of car parking must be planned for as part of the CNFE development. However, parking associated with the railway station must not, under any circumstances, interfere with the need to create a proper entrance/arrival point to CNFE, and therefore parking should not be delivered for cars at the expense of high quality provision for bicycles, bus interchange and public realm.</li> <li>• Crown Estate do not support a restriction in car parking standards or further cycle parking spaces.</li> </ul>
Councils' response to Questions 38a – 38d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport, and in particular car parking. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft AAP.

## Chapter 9 – Question 39a (Transport – Cycle Parking standards - Option a)

### Do you support or object to the proposed Option a for cycle parking standards, and why?

- Respondents – 4
- Support (including qualified) - 2
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39a Cycle parking standards – Option a (Support)	<ul style="list-style-type: none"> <li>• The standards have been successfully used on the CB1 development, a similar highly sustainable transport hub.</li> <li>• The Crown Estate support Option A for the CNFE AAP to include CCC adopted car parking standards and cycle parking standards. The Crown Estate are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver on this initiative within 2015, again this is part of their Sustainability Action Plan.</li> </ul>
Q39a Cycle parking standards – Option a (Object)	<ul style="list-style-type: none"> <li>• Sustainable location given existing and new cycleway links, therefore adequate provision needed which is likely to exceed local plan standards.</li> </ul>
Q39a Cycle	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic</li> </ul>



parking standards – Option a (Comment)	<p>generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</p> <ul style="list-style-type: none"> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>
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## Chapter 9 – Question 39b (Transport – Cycle Parking standards - Option b)

### Do you support or object to the proposed Option b for cycle parking standards, and why?

- Respondents – 12
- Support (including qualified) - 10
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39b Cycle parking standards – Option b (Support)	<ul style="list-style-type: none"> <li>• The more available cycle parking there is the more attractive and convenient this area will be for cycling to &amp; from CNFE.</li> <li>• Providing even greater amounts of cycle parking that are expected to be used seems an appropriate way to encourage people to use cycles. If you are hoping that some workers will arrive by train and then cycle to locations on the Science Park, then you need to provide sufficient secure cycle storage to enable people to leave their cycles at the station overnight and at weekends.</li> <li>• A higher standard of cycle parking will be needed and it would be absurd to create a pleasant cycling environment but not require there to be enough spaces for all potential users.</li> <li>• New cycleways will encourage more cycling and therefore higher level of provision likely.</li> <li>• Consideration to be given to higher standard to reflect sustainability of location.</li> <li>• This would be more likely to maximise the potential for employees and visitors to travel by bike, for example between Waterbeach New Town and the CNFE Area.</li> </ul>

	<ul style="list-style-type: none"> <li>The Campaign supports Option B: higher cycle parking standard across the whole area to reflect the highly sustainable location. High-quality, easily accessible and available cycle parking throughout the site is entirely appropriate for enabling high cycling use at all destinations - employment, residential and the station. The Campaign also recommends secure, covered cycle parking in residential areas as these reduce theft and deterioration of residents' bikes.</li> </ul>
Q39b Cycle parking standards – Option b (Object)	<ul style="list-style-type: none"> <li>Brookgate object to higher cycle parking standards as the current standards are sufficient to deal with the likely demand for cycle parking in areas with good cycle infrastructure and connectivity.</li> </ul>
Q39b Cycle parking standards – Option b (Comment)	<ul style="list-style-type: none"> <li>Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>

## Chapter 9 – Question 39c (Transport – Cycle Parking standards - Option c)

### Do you support or object to the proposed Option c for cycle parking standards, and why?

- Respondents – 8
- Support (including qualified) - 5
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39c Cycle parking standards – Option c (Support)	<ul style="list-style-type: none"> <li>I would also like to see cycle lockers as an option in the station cycle parking areas.</li> <li>To encourage cycling, it will be essential to have sufficient, safe, well-lit, adequately roofed cycle parking</li> <li>We would also like to see cycle lockers as an option in the station cycle parking areas.</li> </ul>

	<ul style="list-style-type: none"> <li>The station will inevitably be used for commuting and encouraging travel to the station by cycle should be supported and provided for. The Guided Busway links will also encourage the use of cycling from possibly further than may otherwise be the case.</li> </ul>
Q39c Cycle parking standards – Option c (Object)	<ul style="list-style-type: none"> <li>Brookgate object to a 'tiered' approach to cycle parking standards based on the proximity to the station. The success of the whole AAP will in part be based on linking the benefits of the new station and extension of the CGB with the whole AAP site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation (and the wider area) shift from car dominated transport to other modes.</li> <li>New cycleways will encourage more cycling and therefore higher level of provision likely.</li> </ul>
Q39c Cycle parking standards – Option c (Comment)	<ul style="list-style-type: none"> <li>The ability to park a cycle in a safe, secure, and convenient location is a key aspect of encouraging and supporting travel by bike. Cycle parking provision at least in line with standards will be required. However, furthermore detailed analysis will be needed on cycle mode share and targets to determine an appropriate level that maximises cycle access to the area. This is likely to confirm a level of provision in excess of standards given the high levels of non-car mode split likely to be required</li> </ul>

## Chapter 9 – Question 39d (Transport – Cycle Parking standards - Option d)

### Do you have other comments on cycle parking standards?

- Respondents – 5
- Support - 0
- Object - 0
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39d Cycle parking standards (Comments)	<ul style="list-style-type: none"> <li>The City Council have a preference for cycle parking to be provided using Sheffield Stands. Increasingly double stacking racks are being installed and used at rail stations and are widely used new residential and non-residential developments. Double stackers provide added benefits, maximising cycle parking provision and making the most efficient use of limited space. It is suggested that the Cambridge City cycle parking standards are updated to</li> </ul>

	<p>reflect the increased use and popularity of double stackers. The provision of a high proportion of cycle parking using double-stackers would maximise the efficient use of the CNFE site.</p> <ul style="list-style-type: none"> <li>• Consideration to be given to higher standard to reflect sustainability of location</li> <li>• In order to achieve the modal share targets envisaged, high levels of cycle parking provision will be required. As a starting point the standards in the emerging Local Plan (Policy 82 and Appendix L) should be adopted, but Turnstone agrees that there may be scope for higher levels of provision in close proximity to the railway station interchange.</li> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks</li> <li>• Object to further cycle parking spaces.</li> </ul>
<p>Councils response to Question 39a – 39d</p>	<p>Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft AAP. Particular views are sought regarding the approach to cycle parking.</p>

## Chapter 9 – Question 40 (Transport – Movement, severance & permeability)

**What further provision should be made to improve the cycle and pedestrian environment in the Cambridge Northern Fringe East area, and are there any other pedestrian and cycleway linkages that are important, and you wish to be included in the plan?**

- Respondents – 25
- Support (including qualified) - 2
- Object - 1
- Comment - 22

Question	Key Issues from CNFE Issues and Options consultation 2014
Q40 Movement, severance & permeability (Support)	<ul style="list-style-type: none"> <li>• Off-site connections are crucial for enabling a high cycling and walking mode share. These should have separate provision for each mode - no shared use. Priority over side accesses. Separated from motor traffic. Direct (not multi-stage) protected crossings at off side junctions.</li> <li>• Major connections to consider: Jane Coston bridge; Northern Guideway; Fen Road (through Chesterton Sidings Triangle); Cowley Road (need to ensure Network Rail track is protected from development to use as cycle and pedestrian access to station); Chisholm trail (including bridge).</li> <li>• Suggest that filtered permeability (full access for sustainable modes, no through routes for motor vehicles) is used throughout the development, to create an attractive environment for cycling and walking free from the noise and pollution of through traffic.</li> </ul>
Q40 Movement, severance & permeability (Object)	<ul style="list-style-type: none"> <li>• The North Area (including Science Park) is dis-joined in cycling planning. Cycle routes should also be better joined up to create more safe, segregated cycling. The question of bridges and river crossings in Chesterton should be addressed as part of this plan - people still face a nightmare-ish commute north of the river to these re-generated areas.</li> </ul>
Q40 Movement, severance & permeability (Comment)	<ul style="list-style-type: none"> <li>• Consider pedestrian and cycling infrastructure as two separate priorities, and keep pedestrian/cycle routes separate. In all cycling infrastructure cyclists should be given the same right-of-way as vehicular traffic - new cycle routes should not be broken up by side roads.</li> <li>• Look at the following routes into the area: Milton Road; Green End Road; Fen Road.</li> <li>• Improvement to cycling infrastructure here should be considered as part of the plan, encouraging more people to travel by bike.</li> <li>• Make Network Rail's disused private access road from Milton Road to Chesterton sidings a public footpath and cycleway for travelling to and from the new railway station. This would be more pleasant and convenient than the pedestrian and cycle route currently proposed for Cowley Road.</li> <li>• The Crown Estate could install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train.</li> <li>• There should be a new bridge over the river for cyclists to reach the station directly from the Abbey area. I believe this</li> </ul>

	<p>has already been discussed and I hope approved.</p> <ul style="list-style-type: none"> <li>• Cycling along Fen Road should be made safer; I think there are already proposals for this.</li> <li>• Access should be available between the newly pedestrianised Cowley Road and the Business Park to avoid the need to walk all the way up to Cowley Road if pedestrians are coming from the south. Initially this could be at the very end of the Business Park, with additional access to the side once the area there gets developed.</li> <li>• Provide more connections to the North and East of the area: a cycle tunnel under the A14 near the railway into Milton Country Park, and a level crossing link to Fen Road and onwards to the River Cam via Grassy Corner.</li> <li>• Safeguard the old Network Rail (Lafarge) track on the south side of the First Public Drain as a dedicated cycle path to the station.</li> <li>• These ideas need careful thought to provide suitable access for everyone. Local consultation would be desirable.</li> <li>• Provide a direct route (avoiding all the junctions off Milton Road) from the Jane Coston Bridge to the railway station.</li> <li>• CNFE should deliver improvements to the Milton Road corridor and the Jane Coston Bridge corridor, improving cycle access to the CNFE site and improving connections northwards to Milton village.</li> <li>• The City Deal should deliver the Chisholm Trail to improve cycle connectivity to the south along with good quality local links into Chesterton.</li> <li>• High quality cycle facilities could be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road to help improve links to Milton Road and the existing Science Park.</li> <li>• Links from the Jane Coston bridge are very important, both to the new station and to Milton Road (where the existing path has much scope for improvement).</li> <li>• Any considerations for further provision of cycle and pedestrian access in CNFE should take account of both the existing and planned mineral and waste activities in the area and the importance of separation between HCVs and other users.</li> <li>• The carpark should be sited a minimum of 100 metres away from the new station in order to improve safety and air quality for pedestrians and cyclists. A covered walkway could be provided, if one is also provided from public transport users - but priority must be given to pedestrians and users of public transport (excludes taxis). Similarly, a taxi rank should not be any closer than 100 metres to allow space for ordinary and guided buses.</li> <li>• Support the need to maximise linkages, but there are</li> </ul>
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	<p>insufficient details to assess proposals fully at this stage.</p> <ul style="list-style-type: none"> <li>• There are economic and environmental benefits in ensuring CNFE has sustainable links not only to existing residential neighbourhoods but also planned new communities. The AAP should set out how CNFE will contribute to securing and/or enhancing cycle links to the proposed Waterbeach New Town. Specifically cycle links along the River Cam, through Milton, between the Jane Coston Cycle Bridge and the CNFE and also along any future bus priority routes - especially along the Chisholm Trail to connect to the future busway links under the A14.</li> <li>• Support for proposed attention to cycle improvements linked to Chisholm Trail and Milton Road.</li> <li>• Consideration needs to be given to how cycling and walking linkages could be improved to the north of the area, specifically linking to Milton Country Park and the River Cam/Hailing Way.</li> <li>• A further pedestrian / cycle tunnel under or bridge over the A14 to the West of the River Cam and East of the existing Coston Cycle Bridge would bring significant benefits.</li> <li>• Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey/Fen Ditton via the planned Chisholm Trail river bridge.</li> <li>• The AAP must recognise existing cycle infrastructure which exists in the area, and must consider the scope that may exist for enhancing this.</li> <li>• There are important links to the CNFE area from the north, via the Jane Coston Bridge, and possibly up from the River Cam corridor. Adequate provision must be provided in terms of wide cycle paths, etc, but also these gateways are made as attractive as they possibly can be.</li> <li>• Good linkages for pedestrians and cyclists and, potentially, horse riders should be achieved to the eastern boundary of the site linking with the River Cam Corridor (and its special neighbourhood) and Milton Country Park (including proper wide tunnel etc under or bridge over the A14 adjacent to the River Cam).</li> <li>• Effective and sympathetic solutions need to be found to link with existing neighbourhood to south of the new Guided Bus Route and the River Cam / Chisholm Cycle Trail.</li> <li>• Support for access between the new railway station and existing offices in the AAP, specifically Cambridge Business Park. Potential pedestrian/cycle access options, supported by Business Park occupiers have previously been worked up by Scott Brownrigg and HED and are enclosed for information. We would therefore like to see these options included within the next stage of the AAP.</li> <li>• The proposals should not go ahead unless as part of the</li> </ul>
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	<p>scheme a cycle footway is provided on Network Rail land alongside Cowley Road. The scheme needs a safe route for cyclists and pedestrians; the Cowley Road footpath as proposed would have the entrances across it.</p> <ul style="list-style-type: none"> <li>• The strategy must focus on connectivity with key destinations lying to the south and north, including accessibility to CNFE itself and as part of the wider corridor, including the link between Waterbeach new town (via Jane Coston Bridge) and the city centre. In addition, the opportunity for linking the Chisholm Trail northwards through CNFE to the Milton Country Park via the rail corridor should also be taken.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft AAP. Views are sought on a range of connections that could be enhanced.

## Chapter 9 – Question 41a (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option a)

### Do you support or object to the proposed Option a on sustainable design and construction, and flood risk?

- Respondents – 8
- Support (including qualified) - 3
- Object - 2
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q41a Sustainable design & construction & flood risk – Option a (Support)	<ul style="list-style-type: none"> <li>• Development should not be more expensive than elsewhere in the City. Should comply with policy which complies with NPPF or other national standards.</li> <li>• Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction.</li> </ul>
Q41a Sustainable design & construction & flood risk – Option a	<ul style="list-style-type: none"> <li>• • Support Option B.</li> </ul>



(Object)	
Q41a Sustainable design & construction & flood risk – Option a (Comment)	<ul style="list-style-type: none"> <li>• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground.</li> <li>• Support for Option A. Creating a specific and potentially more onerous policy framework for the CNFE would be strongly objected to by St John's College, assuming that their landholdings would fall within the Plan area.</li> <li>• Rely on Local Plan policies related to climate change and sustainable design and construction.</li> </ul>

## Chapter 9 – Question 41b (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option b)

**Do you support or object to the proposed Option b on sustainable design and construction, and flood risk?**

- Respondents – 14
- Support (including qualified) - 7
- Object - 2
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q41b Sustainable design & construction & flooding – Option b (Support)	<ul style="list-style-type: none"> <li>• This is the future so let's do it now.</li> <li>• In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site.</li> <li>• The AAP does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed.</li> <li>• Support the proposal for redevelopment in the vicinity to be above the existing standards identified within the Local Plan policies. SuDS should also consider the improvement of water quality as a key feature.</li> <li>• BREEAM is the standard CNFE should be working to.</li> <li>• Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design</li> </ul>

	<p>and construction. Recommendation that these should be worded to ensure benefits for the natural environment are maximised.</p> <ul style="list-style-type: none"> <li>• Support. Given the reputation of the adjoining Science Park and the likely employment uses within CNFE, it is considered that aspiring to high levels of sustainable design should be expected, although this may in itself be driven as much by occupier demand as policy.</li> </ul>
Q41b Sustainable design & construction & flooding – Option b (Object)	<ul style="list-style-type: none"> <li>• Adds further onerous requirements to costs. Should comply with policy which complies with NPPF or other national standards.</li> <li>• Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan polices related to climate change and sustainable design and construction.</li> </ul>
Q41b Sustainable design & construction & flooding – Option b (Comment)	<ul style="list-style-type: none"> <li>• Concern that this is a Flood Zone 1 area.</li> <li>• It is vital that rainwater run-off is controlled and contained such that it does not seep through the underlying gravels to flood the residential and industrial properties on Fen Road to the east, which lie at a lower level. The groundwater is already very close to the surface on Fen Road and frequently floods.</li> <li>• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground.</li> <li>• At present the proposal to develop a bespoke sustainable design and construction policy for CNFE through Option B seeks a minimum BREEAM standard of 'excellent' for all 'new non-residential development' under point (a). As 'new non-residential development' would include future mineral and waste applications, where operations can be designed without the need for a building, question whether a minimum standard of BREEAM excellent is relevant in these circumstances? As such we would recommend that point (a) is reworded to make reference to non-residential built development in the form of offices and industrial units etc. which excludes mineral and waste uses</li> <li>• Support exploration of bespoke policies for CNFE subject to viability.</li> </ul>

## Chapter 9 – Question 41c (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option b)

Do you have other policy option suggestions for sustainable design and construction and flood risk?

- Respondents – 5
- Support - 0
- Object - 0
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q41c Sustainable design & construction & flood risk (Comments)	<ul style="list-style-type: none"> <li>• The AAP does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed.</li> <li>• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground.</li> <li>• The AAP should rely on policies in the emerging Cambridge Local Plan 2014 (proposed submission), as these will have been subjected to independent scrutiny by the Local Plan Inspector. There is no basis for more exacting standards being applied in the case of development within the CNFE area.</li> <li>• In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site.</li> <li>• The AAP does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed.</li> <li>• Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan polices related to climate change and sustainable design and construction.</li> </ul>
Councils' response to Questions 41a – 41c	Views are sought in the Issues and Options 2019 consultation regarding the approach to sustainability standards and SuDS.

## Chapter 9 – Question 42 (Climate change & Environmental quality – Renewable & low carbon energy generation)

Do you support or object to the proposed approach on renewable and low carbon energy generation, and why? If you have other policy option suggestions for renewable and low carbon energy generation please add your suggestions.

- Respondents – 15
- Support (including qualified) - 8
- Object - 0
- Comment - 7

Question	Key Issues from CNFE Issues and Options consultation 2014
Q42 Renewable & low carbon energy generation (Support)	<ul style="list-style-type: none"> <li>• It has to be done to protect the future.</li> <li>• It would be irresponsible to ignore energy efficiency and generation with new buildings.</li> <li>• Site wide provision of energy generation gives economies of scale but needs careful consideration re technologies promoted to ensure no adverse impacts. Anaerobic digester proposals must fit with surrounding uses.</li> <li>• These types of schemes need encouragement.</li> <li>• Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. Recommendation that these should be worded to ensure benefits for the natural environment are maximised.</li> <li>• CNFE may present opportunities for a site wide approach to renewable and low carbon generation. It may be that this is not completely site wide, but it should certainly be considered for substantial areas, for example, combined heat and power plants. While phasing may be challenging in terms of capacity in the early stages, consideration to such provision should be made.</li> <li>• With regard to waste processing facilities, further work in this respect would be supported.</li> </ul>
Q42 Renewable & low carbon energy generation (Comment)	<ul style="list-style-type: none"> <li>• Some sort of CHP plant may be appropriate. However, a municipal organic waste processing could be a very antisocial neighbour - put these away from residential areas.</li> <li>• Objection to anaerobic digestion facilities (option B) as these can be very smelly. Support for every building having integral solar PV generation tiles, high quality insulation and double glazing.</li> <li>• Developments should be required to meet the current Building Regulations standards at the point of delivering</li> </ul>

	<p>the development. The removal of the requirement to achieve a 10% reduction due to Low or Zero Carbon standards (LZC's)/passive solar design is however welcome. It would be useful to clarify what is meant by suitable LZC's for the area. All technologies should be technically and economically viable.</p> <ul style="list-style-type: none"> <li>• The requirement for new waste management processing facilities to carry out a feasibility study for the potential for anaerobic digestion is onerous and inappropriate. The waste management uses proposed for this area through the adopted Cambridgeshire and Peterborough Minerals and Waste Plan are a Household Recycling Centre (dealing with bulky household waste items) and a permanent inert waste recycling facility; neither of these facilities would be treating organic municipal waste. The only suitable location for anaerobic digestion would appear to be the Water Recycling Centre where sludge treatment works, involving the importation of sludge from elsewhere, is already in place.</li> <li>• Support approach but object to anaerobic digestion in this location due to potential impacts on quality of new community and amenity.</li> <li>• There is no reason why the AAP should not reference the potential desirability of an area-based approach towards renewables and low carbon energy generation. However, it may be inappropriate to be overly prescriptive on this particular issue</li> </ul>
Council's response	Views are sought in the Issues and Options 2019 consultation regarding the approach to sustainability standards and SUDS.

## Chapter 9 – Question 43 (Climate change & Environmental quality – Health Impact Assessment)

### Do you support or object to the proposed approach on Health Impact Assessments, and why?

- Respondents – 7
- Support (including qualified) - 6
- Object - 1
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q43 Health Impact Assessment	<ul style="list-style-type: none"> <li>• Sensible and an example for the future.</li> <li>• Approach is supported for residential and office/industrial built development; However, prudent to require a Full</li> </ul>

(Support)	<p>Health Impact Assessment for all residential development given the mixed use of the area, especially if residential development is located in proximity to the Water Recycling Centre and/or aggregates railheads and other uses which have the potential to give rise to amenity issues.</p> <ul style="list-style-type: none"> <li>• In the case of future minerals and waste development on CNFE, where activities may largely be conducted outside of a building and are considered compatible with the existing surrounding minerals and waste uses, this should be acknowledged within the proposed approach. It is therefore recommended that the proposed approach is strengthened in relation to residential development and remains as identified for office type built development, with an acknowledgement that minerals and waste uses are excluded from this requirement.</li> <li>• The requirement of requiring a health impact assessment is supported.</li> <li>• The concept of requiring a Health Impact Assessment accords with the South Cambridgeshire local plan (current and proposed) and with the Cambridgeshire Health and Wellbeing Strategy.</li> <li>• Support - Support. The odour footprint needs to be updated following the recent investment in the Water Recycling Centre so that the information and odour zones are up to date.</li> </ul>
Q43 Health Impact Assessment (Object)	<ul style="list-style-type: none"> <li>• The requirement for a Health Impact Assessment is overly onerous and is not currently required, or proposed to be required, by Cambridge City Council. The CNFE area is a part of Cambridge City and it is not considered necessary to introduce additional requirements for the production of HIA's in support of planning applications. The production of HIA's incurs additional costs/time which will not assist developers to efficiently deliver the necessary projects required to regenerate the CNFE area. Local Plan polices/EIA requirements already result in the provision of sufficient supporting information for planning applications.</li> </ul>
Councils' response	Health issues are addressed in the Issues and Options 2019 consultation.

## Chapter 9 – Question 44 (Climate change & Environmental quality – Alternative policy approaches)

Are there alternative policy approaches or policy options you think we should have considered?

- Respondents – 4

- Support - 0
- Object - 0
- Comment – 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q44 Alternative policy approaches (Comment)	<ul style="list-style-type: none"> <li>• Bramblefields and Jersey Cudwell need to be protected.</li> <li>• A redevelopment Option 2a, as submitted in answer to Q14 of this consultation, should be considered. Option 2a facilitates a significantly greater number of dwellings near the station, increased Offices/R&amp;D provision with associated increase in job creation and an increased amount of new informal open space. The land is utilised more efficiently, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable. The submitted plan provides further detail.</li> </ul>

## Chapter 9 – Question 45 (Development Management policies)

**Are there any other policy areas that need to be specifically addressed in the Area Action Plan rather than relying on the Local Plans?**

- Respondents – 9
- Support - 0
- Object - 0
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q45 Development Management policies (Comment)	<ul style="list-style-type: none"> <li>• There should be frequent and reliable bus, cycle and pedestrian access to the new Cambridge North station to encourage all residents of North Cambridge to leave cars at home.</li> <li>• A footpath (plus possibly cycle path) from the station to Green End Road would help many local residents to reach the station on foot (or cycle).</li> <li>• Provision must be made for all Cambridge residents to be able to access the new station by public transport.</li> <li>• Consideration must be given to the Private Rented Sector (PRS) market and the contribution which it can make to the successful regeneration of the CNFE area. The Local Plans do not provide sufficient policy support for the provision of PRS and it is essential that the AAP addresses</li> </ul>

	<p>this shortfall. There is an ever-increasing market demand for PRS and it will play a key role in meeting the housing shortfall in Cambridge City and the surrounding area. The CNFE area provides a unique and sustainable opportunity to accommodate PRS schemes and the AAP should reflect this.</p> <ul style="list-style-type: none"><li>• Phasing of development and the need to review the AAP should development not be meeting with market demands.</li><li>• Include an Appendix which might list all of the policies in the adopted Local Plan to which regard will need to be had when individual applications are made for development within the CNFE area.</li><li>• Best practice design for cycling in new developments is fully outlined in Making Space for Cycling, a national guide which is backed by every national cycling advocacy organisation (see <a href="http://www.makingspaceforcycling.org/">http://www.makingspaceforcycling.org/</a>). Support for incorporating the design principles outlined in this document into the planning process for the CNFE AAP.</li><li>• Appendix 2 includes 'Cambridge WRC: Comparative Odour Potential Assessment 2014'. This should be removed from the AAP. It is not an appropriate guide to the encroachment risk posed by potential new development as it is based on indicative emissions rates for the type of processes that will be installed. Once the new plant is commissioned and actual emissions can be measured, we will be able to model the odour impact with more certainty. The Odour Dispersion Modelling Report dated August 2012 is the only applicable evidence to inform the AAP on this issue.</li><li>• This document does not adequately address the issues of formal open space provision for sport. Depending on the number of residential units proposed, there will be a policy requirement to provide formal recreation space for outdoor sport to local policy standards. On a tight urban site such as this it may not be appropriate to provide such facilities on site, but provision should be made for suitable off-site provision to meet the need generated by the new residents of this area.</li><li>• The site must be viewed as one comprehensive scheme, carefully planned and phased, with opportunities taken to maximise the capacity of the site but in a sustainable way. Much of the phasing and works will be market driven as and when demand is available and there needs to flexibility to recognise this, certainly around the timing of various elements and possibly over time of land use allocation. This should, however, reflect a medium to long term view, not short term.</li><li>• The transport strategy is a key part of this and this extends beyond the Guided Busway and the railway station, which provide an excellent foundation in this respect. Piecemeal and incremental infrastructure improvement should be</li></ul>
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	avoided to bring the whole site forward in a timely and cohesive way
Councils' response	Views are sought in the Issues and Options 2019 consultation on a range of policy options, and this issue will require further consideration when drafting the AAP.

## Chapter 10 – Question 46 (Infrastructure and delivery - Infrastructure)

### Do you support or object to the Councils' views on Infrastructure, and why?

- Respondents – 10
- Support - 2
- Object - 2
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q46 Infrastructure (Support)	<ul style="list-style-type: none"> <li>• Support for this option</li> </ul>
Q46 Infrastructure (Object)	<ul style="list-style-type: none"> <li>• Need to identify: infrastructure requirements; and viable and appropriately phased funding streams.</li> <li>• More specific approach required, in particular with the consolidation/relocation of the Wastewater Treatment Works (WWTW)</li> </ul>
Q46 Infrastructure (Comment)	<ul style="list-style-type: none"> <li>• Delivery of the AAP needs to minimise the upfront infrastructure costs associated with the early phases of the CNFE to improve overall deliverability.</li> <li>• Obligations need to be clearly set out to ensure parity with the site and the city</li> <li>• Consideration of the aggregates railhead should be included in AAP.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to infrastructure delivery.

## Chapter 10 – Question 47a (Infrastructure and delivery – Phasing and delivery approach)

### Do you support or object to the proposed Option A on phasing and delivery approach, and why?

- Respondents – 8

- Support (including qualified) - 4
- Object - 2
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q47a Phasing & delivery approach – Option A (Support)	<ul style="list-style-type: none"> <li>• General support for Option A</li> </ul>
Q47a Phasing & delivery approach – Option A (Object)	<ul style="list-style-type: none"> <li>• Support Option B</li> <li>• Option A will encourage ad-hoc development with best options for the early phase and less viable options for later phase</li> </ul>
Q47a Phasing & delivery approach – Option A (Comment)	<ul style="list-style-type: none"> <li>• Without proper infrastructure in place with new development existing traffic using the area will be affected</li> </ul>

## Chapter 10 – Question 47b (Infrastructure and delivery – Phasing and delivery approach)

Do you support or object to the proposed Option B on phasing and delivery approach, and why?

- Respondents – 11
- Support (including qualified) - 3
- Object - 5
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q47b Phasing & delivery approach – Option B (Support)	<ul style="list-style-type: none"> <li>• Support for Option B</li> <li>• Good master-planning needed including ‘participatory master-planning’ and urban design best practice</li> <li>• Need an integrated approach with all upfront design and clear financing agreed</li> </ul>
Q47b Phasing & delivery approach – Option B	<p><b>Option B:</b></p> <ul style="list-style-type: none"> <li>• a more drawn out process</li> <li>• Abrogates framework to potential private developer and amendments to AAP.</li> </ul>

(Object)	<ul style="list-style-type: none"> <li>• could severely impact on delivery of vision and objectives for the CNFE</li> </ul> <p><b>Masterplan</b></p> <ul style="list-style-type: none"> <li>• The requirement of 1st planning application / phase 1 to produce a masterplan for the whole APP is overly onerous, hindering phase 1, deliverability and reducing flexibility.</li> <li>• Required masterplan for the whole area unnecessary</li> <li>• Difficult to understand why a developer of any area of land within the Plan should be made responsible for providing a masterplan for the whole of the area.</li> </ul> <p><b>Phasing</b></p> <ul style="list-style-type: none"> <li>• Phase1 should demonstrate that it can integrate with future phases of development and policy should be flexible enough to facilitate this.</li> <li>• Phasing plan unnecessary</li> <li>• Unclear where the first phase of development will take place</li> <li>• No information regarding phased approach to the development.</li> <li>• The redevelopment options are not phasing plans</li> </ul> <p><b>Development framework</b></p> <ul style="list-style-type: none"> <li>• The development framework should be provided within the AAP, with apportionment of infrastructure requirements identified.</li> <li>• The AAP should provide the principles for a development framework against which a specific phase of redevelopment can come forward as part of its own individual, detailed planning application.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• The Council need to ensure that all of landowners have been fairly and comprehensively consulted.</li> </ul>
Q47b Phasing & delivery approach – Option B (Comment)	<ul style="list-style-type: none"> <li>• Without proper infrastructure in place with new development, existing traffic using the area will be affected</li> </ul>
Councils' response to Questions 47a – 47b	Views are sought in the Issues and Options 2019 consultation regarding the approach to phasing.

## Chapter 10 – Question 48 (Infrastructure and delivery – Plan monitoring)

### Do you have any comments on Plan Monitoring?

- Respondents – 7
- Support (including qualified) - 1
- Object - 0
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q48 Plan monitoring (Support)	<ul style="list-style-type: none"> <li>• Support (1)</li> </ul>
Q48 Plan monitoring (Comment)	<ul style="list-style-type: none"> <li>• CNFE within a statutory safeguarding aerodrome height consultation plan; the MOD requests being consulted with any planning applications within this area to ensure no development exceeds 15.2m to ensure tall structures do not disrupt or inhibit air traffic operations on site.</li> <li>• Monitoring needs to be quantifiable and clearly demonstrable if policies are delivering objectives and City's needs. Failure to meet objectives should lead to alternative development options being considered.</li> </ul>
Councils' response	This will be an issue for further consideration when preparing the draft AAP.

## Chapter 10 – Question 49 (Infrastructure and delivery – Other comments)

### Do you have any other comments about the CNFE area and/or Area Action Plan? If you wish to make suggestions, please provide your comments)

- Respondents – 19
- Support - 0
- Object - 1
- Comment - 18

Question	Key Issues from CNFE Issues and Options consultation 2014
Q49 Other comments (Support)	<ul style="list-style-type: none"> <li>• Serious public money needs to be invested.</li> <li>• Inaccessible location</li> <li>• Anglian Water sewage works and railway sidings hampers</li> </ul>

	<p>development potential</p> <ul style="list-style-type: none"> <li>• Power line would need to be removed.</li> <li>• Relocation of Stagecoach needed.</li> <li>• New station could increase traffic.</li> <li>• Brookgate would have to develop site in a way that would work coherently with potential future development in the area.</li> <li>• Transport links would need to be improved.</li> </ul>
<p>Q49 Other comments (Comment)</p>	<p><b>Facilities/land uses</b></p> <ul style="list-style-type: none"> <li>• Sewage works should remain</li> <li>• Area between rail line and river should be also be considered</li> <li>• New uses proposed will be incompatible with existing uses which do have more potential</li> <li>• The Household Recycling Centre is not supported.</li> <li>• Previous investigations have failed to find an alternative site for the Wastewater Recycling Centre, further investigation needs to take place.</li> </ul> <p><b>Amenity</b></p> <ul style="list-style-type: none"> <li>• Concern over loss of amenity with aggregate lorry unloading/movements</li> <li>• The impact of the proposed transport interchange and the development of residential and commercial properties on neighbouring villages have not been assessed. However, there is a real potential cost to the neighbouring villages in terms of road usage and congestion as the CNFE development proposed will have a significant adverse effect in congestion, pollution and general loss of amenity.</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Local road needed for aggregate lorries supplying A14 improvements</li> <li>• Delivery of essential transport infrastructure is in doubt</li> <li>• Bridge over railway line needed linking Fen Road, improving access to Chesterton and Fen Road level crossing can be removed.</li> <li>• All options lead to increased traffic in Cowley Road.</li> <li>• Public transport accessibility must be central to the site.</li> <li>• The plans need to be extended to include provision for better public transport and roads within a semi-circular radius of 10 miles from west to East adjoining the CNFE site.</li> </ul> <p><b>Phasing</b></p> <ul style="list-style-type: none"> <li>• Without early re-development of the area around the new station the re-development of CNFE cannot be achieved</li> <li>• Delivery of new offices and R&amp;D facilities needs to be</li> </ul>

	<p>flexible in order for it to come forward earlier than anticipated</p> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Better illustration of the document's objectives needed</li> <li>• Area is blighted by physical severance caused by infrastructure; this fragmentation needs to be overcome</li> <li>• Need to include clear references to the opportunities to link CNFE area with Waterbeach New Town</li> <li>• CNFE redevelopment is highly important for long term growth of Cambridge.</li> </ul> <p><b>Strategy/Delivery</b></p> <ul style="list-style-type: none"> <li>• Fragmented ownerships / multitude of occupiers absolutely necessitate that interests are aligned behind common strategy.</li> <li>• Lead developer / development agency essential to coordinate comprehensive masterplan approach and ensure viability.</li> <li>• Clearly both future location / operations of Anglian Water and extensive land holdings of Network Rail are fundamental - impacting development potential.</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Existing environmental constraints need to be converted into opportunities.</li> <li>• Including a strong edge to the city in order to buffer the A14.</li> <li>• Site should be achieving sufficient critical mass to relocate WWTW and provide access to, and mutual support for high-quality landscapes around it including the river meadows and Milton Country Park.</li> <li>• A comprehensive plan for a network of streets of appropriate character should ensure that existing bottlenecks on Milton Road do not constrain development.</li> <li>• Critical that area around new railway station is developed - with excellent access, to avoid prejudicing wider regeneration</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding a range of issues reflecting the revised vision for the area.

## Appendix 2

### North East Cambridge Area Action Plan Issues and Options 2 (2019) Summary of Representations and Responses

#### Document Section

Chapter 1: Introduction

Question 1: Do you agree with changing the name of the plan to the 'North East Cambridge Area Action Plan'?

#### Representations received:

Support: 10 Object: 0 Comment: 6

Total: 16

#### Main issues in representations:

32522, 32670, 33087, 33256, 33602, 33786, 32493, 32507, 32514, 32565, 32826, 32836, 32924, 33326, 33431, 33516

#### Support

- Railfuture East Anglia - Supports a NEC identity with strong, identifiable districts. These should also be 'transit based' and become poly centric.
- A new, simple name is appropriate given the inclusion and integration of the Business Parks and new development proposals, thus avoiding confusion with previous 'fringe' moniker.

#### Object

- None

#### Comment

- [College of St. John, Cambridge](#) - A new continued AAP name will carry a certain weight.
- [U+I Groups PLC/Trinity College, Cambridge](#) - Need a collective term for the area, possibly reflecting its relationship to science / technology / innovation, while acknowledging that sub-areas of the site may emerge.
- Once a new name is suggested it should be continued throughout the AAP process;
- What is the reason for the name change?
- 'Fringe' was catchier.

#### Document Section

Chapter 3: APP boundary

Question 2: Is the proposed boundary the most appropriate one for the APP?

#### Representations received:

Support: 9 Object: 17 Comment: 13

Total: 39

#### Main issues in representations:

33307, 32566, 32812, 33000, 33327, 33355, 33395, 33422, 33466, 33551, 33603, 33760, 33787, 32515, 32521, 32611, 32671, 32834, 32843, 33033, 33257, 33281, 32739, 32827, 32929, 33084, 33090, 33107, 33169, 33178, 33195, 33212, 33229, 33363, 33404, 33477, 33494, 33517, 33568

#### Support

- [Cambridgeshire County Council](#) - Given the transport and infrastructure needs now and, in the future, it is essential to consider maximising the opportunities for the area holistically.
- [College of St. John, Cambridge](#) - Appropriate to widen site to include Science Park given significant change taking place.
- [The Crown Estate](#) - Support the proposed boundary and the inclusion of the Science Park.
- Makes sense to include the Science Park, given the large amount of current development and the associated traffic arising from it.
- Transport access need consideration
- Yes, to allow for zero carbon development and little private vehicle use.
- Yes, as we need to protect Green Belt.
- Allows for a mixed use, integrated development not dependent on a single use.
- Yes, right not to include Gypsy and Traveller sites, but must provide access.

#### Object

- [The Wildlife Trust](#) - Corridor must be included to provide greater scope for local provision of sufficient strategic green infrastructure and biodiversity offsetting.
- [Railfuture East Anglia](#) - The exclusion of Fen Road East and River Cam towpath between the level crossing and the A14 river bridge will prevent access to the riverbank. The G&T site omission is not socially or physically inclusive.
- [Cambridge Past Present & Future](#) – Including the area east of the site, (railway line to the river) recognises potential for wildlife and ecological enhancement. Access to river needed, though railway may constrain.
- Include railway to river, entrance to Kings Hedges Rd, CRC, closure of level crossing and provision of a road over railway to include G+T site inclusion and allow effective train service.
- Why can't the Science Park be included in due course?
- Chesterton Fen has a different character and should therefore not be included.
- Object due to increased traffic.

#### Comment

- [Environment Agency](#) – including Fen road area could provide a mechanism for wider community flood risk benefits though the provision of mitigation measures.



- [Histon Road Residents' Association](#) – Will areas just beyond the boundary also be improved?
- [U&I/St. John's College, Cambridge/Trinity College, Cambridge- Cambridge Regional College \(CRC\)](#) should be included in the AAP, as educational facilities are crucial to future of area as both CRC and site will impact the others. CRC can also be utilised with implementation, such as apprenticeships. CRC cooperation can also inform discussions on transport needs and infrastructure.
- [Ridgeon's Timber & Builders Merchants, Veolia and Turnstone Estates](#) - Relocation opportunities for existing established businesses should be in close proximity.
- Include land east and north of site for access to green infrastructure.
- The neighbouring area east of railway line needs consideration as it is cut off by the level crossing. Extending the area boundary could help share the benefits.
- Two separate projects (CSP, CNF) have significant dependencies, so should not separate.
- Should include other areas like Milton County Park and industrial areas north of A14.

## Document Section

Chapter 4: NEC Area Today

Question 3: In this chapter have we correctly identified the physical characteristics of the North East Cambridge area and its surroundings?

## Representations received:

Support: 3 Object: 4 Comment: 11

Total: 18

## Main issues in representations:

32567, 32813, 32850, 33258, 33552, 33604, 33687, 33761, 33788, 32523, 32829, 32839, 33092, 33364, 33443, 33495, NECIO003, NECIO004

## Support

- Consensus that the main constraints are acknowledged.

## Object

- Traffic and infrastructure constraints need to be identified, given the scale of development and proposed access.
- Secondary schools are wrongly mapped.
- Routing of buses to Cambridge North needs further consideration. Routes other than busway are important.

## Comment

- College of Saint John, Cambridge - No reference is made to the A14 and the elevated nature of that route at the A10 roundabout as it remains an important gateway approach towards the City. The Odour Report that has recently been published does not preclude development subject to technical assessments.
- Ridgeon's Timber & Builders Merchants / Veolia and Turnstone Estates - it would be beneficial for additional information to be provided regarding environmental constraints associated with both businesses' operations e.g. noise, air quality, odour.
- U+I Group PLC – Need to include more information about the broader composition of site areas and environmental constraints such as: employment space and numbers, car parking, mixes of uses, open space, noise air quality, habitats etc. This will inform strategies such as highway trip budget, employment strategy, connectivity and green infrastructure etc.
- Shelford & District Bridleways Group – Equestrian access is currently available at Milton Country Park.
- Trinity College, Cambridge – Should more fully reflect the strategic walking and cycling routes around the Cambridge Science Park, which contribute to a high quality public realm that will attract park usage, such as the loop-road through the central park and the 'plaza' link from the CGB route to the south east of CSP.
- Bus depot is a constraint and needs a suitable relocation.
- Current permeability of walking / cycling is major physical barrier.
- Milton Rd constrained by inadequate public transport.
- Need to ensure new residential areas are not adversely affected by possible noise or poor air quality issues caused by A14.

## Document section

Issue: Existing constraints

Question 4: Have we identified all relevant constraints present on, or affecting, the North East Cambridge Area?

## Representations received

Support: 1 Object: 14 Comment: 16

Total: 31

## Main issues in representations

32568, 32672, 33030, 33094, 33146, 33150, 33325, 33332, 33429, 33451, 33467, 33518, 33553, 33598, 33605, 33789, 32840, 32582, 32622, 32639, 32654, 33179, 33196, 33213, 33304, 33308, 33405, 33478, 33478, 33496, 33702, 33762

## Support

- None

## Object

- Hurst Park Estate Residents' Association / Milton Road Residents Association – Location next to A14, and impact of air quality and noise issues needs further consideration. Consider noise barriers.
- Ridgeon's Timber & Builders Merchants / Veolia and Turnstone Estates - Noise, air quality and odour may pose a significant constraint to development of the surrounding area due to the nature of existing businesses in situ. Relocation opportunities for existing established businesses within the area must be in close proximity.
- Brookgate Land Ltd – object to lack of consultation on Odour assessment of existing Waste Recycling Centre
- Adverse effects of WTC relocation need rigorous considering in terms of alternative site, flood risk, vertical height difference; effects on communities near the new site; effect on the green belt and the environment.
- Constraint of Fen Road railway crossing should be identified.
- Transport capacity is also a constraint, and road traffic could impact on air quality.

## Comment

- Historic England – Welcome townscape and landscape improvements. Should also reference potential impacts to Fen Ditton and Central Cambridge Conservation Areas and wider areas.
- Environment Agency – Flood risk is a key consideration due to climate change. Suitability of relocation sites for the WRC should be picked up through a water cycle strategy. Contamination will also need to be addressed at the implementation stage.
- Natural England - This Development will present a positive unique opportunity to create frameworks that enhance, extend and protect significant green infrastructure in areas such as Bramblefields Local Nature Reserve, the protected hedgerow on the east side of Cowley Road (City Wildlife Site), the First Public Drain wildlife corridor and many other habitats.
- Anglian Water Services - Draft AAP should make clear what odour information is expected to be relied upon in advance of relocation.
- CPRE – WRC should not be located on a greenbelt or Greenfield site. Development should not be detrimental to the surrounding countryside.
- U&I Group Ltd - There is no reference to Archaeology and Heritage. The intention for taller buildings will need to be more widely considered in respect of longer-distant views and townscape issues and implications for Air Safeguarding Zones. Policy should also seek to underground overhead power cables that run across site.

- Railfuture East Anglia – Fen Road Level Crossing constrains North Station services, so should be closed and replaced with a pedestrian / cycleway underpass and an additional road bridge to relieve traffic.
- Trinity College, Cambridge – Constraints require baseline assessments and mitigation proposals to determine appropriate scale.
- Has the location for the WRC been identified? There are many issues that need to be addressed regarding the relocation. E.g. contamination.
- How do proposals fit with existing GCP plans for Milton Road?
- The level crossing is a major constraint as limits traffic flow and train capabilities.
- Transport and connectivity are a social justice constraint and must be made more efficient. Physical constraints must be made explicit and factored in the design, i.e. new A14 junctions, Milton Rd capacity.

### Document section

Chapter 5: Vision and Strategic Objectives

Question 5: Do you agree with the proposed vision for the future of the North East Area Cambridge area? If not, what might you change?

### Representations received

Support: 1 Object: 14 Comment: 16

Total: 31

### Main issues in representations

32568, 32672, 33030, 33094, 33146, 33150, 33325, 33332, 33429, 33451, 33467, 33518, 33553, 33598, 33605, 33789, 32840, 32582, 32622, 32639, 32654, 33179, 33196, 33213, 33304, 33308, 33405, 33478, 33496, 33702, 33762

### Support

- Natural England / The Crown Estate / Railfuture East Anglia / College of Saint John, Cambridge / Ridgeons Timber & Builders Merchants and Turnstone Estates / Brookgate Land Ltd – Supports overarching AAP vision and objectives.
- Veolia and Turnstone Estates – Vision may need modification if Veolia remain on current site.
- U+I Group PLC – General support, with the inclusion of ‘cultural’ in the vision wording.
- Support emphasis on low carbon, living and working close to home, transport improvements, and inclusivity.

### Object

- ‘Everything on your doorstep’ claim misleading as no mention of schools, doctors, chemists, banks.

- More emphasis needed on cycling and public transport.
- No reason the vision cannot state 'zero-carbon' / ecologically / environmentally sensitive.
- 'Inherently walkable / on doorstep' statements too specific / unrealistic. Consider changing to 'highest attainable / striving for...'
- Two distinct areas, so vision impossible to be coherent.
- How can the vision seriously be considered inclusive when it excludes the G+T site?

#### Comment

- Environment Agency – Suggests adding wording that reflects the partnership needed between LPA planning, waste management planning and statutory consultees to deliver site.
- Consider including education / social housing / resisting commuter towns / G+T community within statement.
- Support emphasis on low carbon, transport improvements and inclusivity.

#### Document section

Issue: Overarching objectives

Question 6: Do you agree with the overarching objectives? If not, what might you change?

#### Representations received

Support: 13 Object: 9 Comment: 18

Total: 43

#### Main issues in representations

32518, 32525, 32674, 32831, 32845, 32875, 33034, 33152, 33231, 33263, 33280, 33334, 33520, 32655, 32656, 32740, 32904, 33294, 33295, 33399, 33498, 33599, 32570, 32297, 33086, 33097, 33417, 33171, 33324, 33469, 33555, 33607, 33688, 33704, 33764, 33791, 33849, 33116, 32621, 32638

#### Support

- Cambridgeshire County Council – Mineral railheads enable the objectives to meet the strategic needs of the City explicitly by enabling the continued use of mineral railheads. Uses located near railheads will be priority.
- Natural England – Objective 7 and the focus on an environmentally green infrastructure framework welcome, as will ensure services to scale. Scale should not be constrained to district but benefit the wider area.
- Anglian Water Services – Objective 7: SuDS integration welcomed. Would be helpful to make clear that SuDs is not limited to green spaces as suggested in the text.
- The Crown Estate - Welcomes the shift from employment-led regeneration to intensified mixed use.
- Railfuture East Anglia - Agrees with broad approach.

- Objective 4 particularly supported. [maximising and integrating with public transport, walking and cycling infrastructure]."
- Zero-carbon focus welcomed and critical in contracting and monitoring of the site and not just be 'nice to haves'.
- Support items 3 [walkable with sustainable transport] and 7 [green spaces / biodiversity / SuDS drainage at core]. Distinction needed as walking not the same as cycling.
- Particularly support Objective 18. Density is a concern given economic pressure so development must be spread out.
- Only achievable with high quality design and low car use. Roads should be on periphery to ensure non-car use.

### Object

- The Wildlife Trust – The biodiversity aim in Objective 7 unlikely to be met without the inclusion of a green corridor
- Historic England – No mention of historic environment: conservation areas, listed buildings townscape and/or skyline. Objective 9 needs to add reference to vernacular / buildings / materials etc.
- Creating more jobs would only intensify traffic on A14 and A10 and create noise and pollution. Employment intensification better suited where there is an excess of residential, such as Cambourne.
- Additional objectives should be added to ensure NEC doesn't replicate horrid development in CB1 station.
- Objective needed to prevent overlying homes. We want houses not tenements or blocks of flats.
- The 2050 target for zero carbon is too long to tackle climate emergency. 2030 is more appropriate. Economic growth objectives will only make zero carbon even harder to attain and may even make it worse.
- Objectives just sound like developer talk to allow maximum profit / desktop aspirations doomed to fail.
- The 'strong identity' claim will fail as the site is clearly two distinct places separated by Milton Road.

### Comment

- Woodland Trust – Support objectives 6 and 7. Net gain must create a network of natural greenspace.
- Environment Agency – We would add wording that acknowledges WTC relocation will contribute to mitigation of climate change.
- Ridgeons Timber & Builders Merchants & Turnstone Estates / Veolia and Turnstone Estates – Careful consideration needs to be given to existing established businesses in the local area.
- U+I Group - The addition of the words 'Natural Capital' might benefit Objective 7 further.
- Shelford & District Bridleways Group – Objective 4, 5 and 10 would benefit from including and highlighting equestrian/horse-riding benefits.

- Brookgate Land Limited – Objective 18 should be bolder as it is a large brownfield site with excellent public transport and potential to be highly sustainable.
- Trinity College, Cambridge – Objective 3 needs to be bolder and embrace innovative ways of travelling beyond the motor vehicle. Objective 12 should be broader to allow future economic growth rather than constrain it.
- Hurst Park Estate Residents’ Association – Need reassurance on how developers will be prevented from justifying a loss of public space, quality design and build.
- A ‘diverse range of quality jobs’ is not that if all jobs are cerebral/desk and lab based.
- Need a genuine public-owned and operated area that allows unrestricted movement.
- More sustainable transport options are needed to reduce car dependency aims.
- Need objective that excludes concrete to allow for zero carbon goals.

### Document section

Issue: Indicative concept plan

Question 7: Do you support the overall approach shown in the Indicative Concept Plan? Do you have any comments or suggestions to make?

### Representations received

Support: 10 Object: 6 Comment: 24

Total: 40

### Main issues in representations

32519, 32526, 32675, 32815, 32882, 33232, 33260, 33264, 33521, 33705, 32497, 32741, 33244, 33144, 33361, 33400, 32516, 32571, 32657, 32754, 32999, 33012, 33036, 33089, 33098, 33181, 33198, 33215, 33285, 33310, 33331, 33407, 33470, 33480, 33556, 33569, 33608, 33689, 33765, 33792

### Support

- St Johns College, Cambridge – Supports St Johns Park as an ‘opportunity for employment densification’ and transport linkages where they are capable of delivery.
- Anglian Water Services Ltd – Supportive of the Concept Plan as long as it aligns with feasibility assessments.
- Railfuture East Anglia - Support overall approach.
- Brookgate Land Ltd – Support residential-led mixed uses but need to stress map is conceptual rather than prescriptive.
- Environment Agency / The Crown Estate – We support the green infrastructure approach and water management network to reduce flood risk through innovative opportunity areas.

- Macro approach works but do not get lost in the detail trying to design things in and out (walkability vs car use).
- Plenty of new green spaces, such as a non-negotiable 'district scale' green space with improved permeability and enhanced opportunity for walking and cycling.
- Roads should be designed on the edges to encourage quicker and easier walking and cycling journeys.

### Object

- Ridgeons Timber & Builders Merchants & Turnstone Estates – Business operations on both industrial estates are not compatible with residential use. Therefore, we do not support residential mixed-use allocations unless Ridgeon's can find a suitable alternative (north east corner of the site a possibility).
- Ignoring the community next door while proposing an integrated community?
- There should be a road bridge over railway north of the station and be capable of taking heavy goods vehicles.
- The 5-minute walk around North Station ignores that it requires walking over the railway line.
- Locate the centre towards the access road, incorporating North Station development to create a 'destination'.
- Concept plan severely lacking in green infrastructure and biodiversity gain. Add the river corridor to increase scope.
- Where is the wonderful high-quality green route from Cambridge North to the Science Park going to be?
- Transport and visual impact will have adverse effects on B1047 and High Ditch Rd in Fen Ditton and Ditton Meadows.
- No scope for further residential development without major change of use from commercial to residential between Seeleys Court and the Science Park.
- Wishful thinking will not make NEC inherently walkable as cars too critical, as are the reality of visitors.
- The concept plan is confusing due to lack of labelling. Needs clarification and further consultation.

### Comment

- Tarmac Ltd – It is important that the rail fed asphalt plant and aggregates depot (adjacent to proposed residential development) is safeguarded under policy CS23 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy.
- Orchard Street Investment Management – Difficult to see how existing companies located in the area (due to transport links and proximity to the City) can be relocated without being prejudicial to their continued success.



- Cambridgeshire County Council – CP needs to be revised as areas designated as opportunities for mixed use and retail development adjoins railheads within the Transport Safeguarding Area and may be prejudicial to their operation.
- U+I Group PLC – Due to lack of supporting studies, map can only be read as indicative. We are unsure this map is optimal. Cambridge Business Park should be shaded as an ‘Opportunity for Employment Intensification’ and CRC included as an ‘Opportunity for Education Intensification’.
- Shelford & District Bridleways Group – CP should include equestrian provision.
- Veolia and Turnstone Estates – Our operations are incompatible with the indicative Concept Plan (noise/air quality etc.). Unless an appropriate relocation site is found, the Concept Plan should be amended to reflect remaining on site. Further studies are integral to this map.
- Trinity College, Cambridge – The mixed-use centre should be located near to where the planned Trinity College ‘hub’. We acknowledge green connections may have to be delivered in a phased manner.
- A native community tree nursery should be started.
- Suggest you include permeability for walking and cycling through the business park with green corridors.

### Document section

Issue: Creating a mixed-use city district

Question 8: Do you agree that outside of the existing business areas, the eastern part of the North East Cambridge AAP area (i.e. the area east of Milton Road) should provide a higher density mixed use residential led area with intensified employment, relocation of existing industrial uses and other supporting uses?

### Representations received

Support: 7 Object: 4 Comment: 6

Total: 17

### Main issues in representations

32816, 32890, 33039, 33265, 33522, 33609, 33706, 32658, 33013, 33099, 33570, 32537, 32790, 33358, 33557, 33766, 33793

### Support

- Cambridgeshire County Council – Support as identified in Ely to Cambridge Transport Study.
- Anglian Water Services Ltd – Support with continued partnership with City Council, SCDC and Cambridgeshire County Council.
- Railfuture and East Anglia / Brookgate Land Ltd / U+I Group Plc – We support this notion to create an intensified, effective area [U+I] subject to a suitable

relocation of WTC [Brookgate] as it increases job and homes efficiency in a sustainable way while attracting ancillary uses to come forward.

- Trinity College, Cambridge – We support mixed use and non-car sustainable transport focus which encourages people to live close to work.
- It makes sense to add more housing where employment and leisure opportunities are.
- Relocating low density industrial uses enables desirability and removes the negatives associated with heavy vehicles.
- The current road and existing mix of uses (e.g. a small cycle shop to a massive bus depot) creates barriers to walking / cycling permeability – from the cycle shop to a bus depot. Let's start again from scratch.

### Object

- Orchard Street Investment Management – Proposed development would displace critical industrial provision already on site and create an overreliance on high tech industries. Cambridge needs to be able to provide a range of jobs for a range of skillsets.
- Cambridge Past, Present and Future – Higher density can only be located in places that have been studied and evidenced, especially in relation to visual harm.
- I do not agree with increasing the number of jobs in Cambridge.
- It should be low density with ample green space and no overlaying of homes (flats/apartments).

### Comment

- Ridgeons Timber & Builders Merchants and Turnstone Estates / Veolia and Turnstone Estates –Existing businesses in the area need consideration as their operation requires possible relocation. No information has been provided on this matter.
- Density, which is driven by profit, should be secondary to design in the neighbourhood. Design should incorporate walkability, equitability and habitable green space.
- Areas close to North Station should be commercial/business. This would encourage station use and limit noise in residential areas as seen in CB1 area.
- A genuine mixed-use development should have ample community and leisure facilities.

### Document section

Issue: Creating a mixed-use city district

Question 9: Should Nuffield Road Industrial Estate be redeveloped for residential mixed-use development?

## Representations received

Support: 5 Object: 3 Comment: 6

Total: 14

## Main issues in representations

32508, 32817, 32848, 32896, 33610, 32804, 33004, 33700, 32528, 33040, 33101, 33558, 33571, 33794

## Support

- Cambridgeshire County Council – Support in principle but are awaiting highway trip budget study evidence so cannot comment further.
- U+I Group PLC – Agree with relocating existing industrial uses depending upon an Industrial Relocation Strategy that justifies viable options. The north-east site area is not a viable option.
- May resolve issues associated with heavy industrial traffic (noise/air quality / general environment) especially for Shirley School pupils and residents. Road redesign / extra provision may relieve pressure.

## Object

- Dencora Trinity LLP – Object to the identification of Trinity Hall Industrial Estate as a residential led mixed-use scheme.
- Jobs need to be inside the city.
- Roads need to be redesigned to relieve traffic and promote inclusivity.
- The recent consolidation of Ridgeons indicates a commercial preference for this site.

## Comment

- Ridgeons Timber & Builders Merchants and Turnstone Estates – Ridgeons would need to be relocated as nature of this business is incompatible with residential. However, is a critical service so relocation is only appropriate with a viable alternative.
- Cambridge Past, Present & Future – Use of brownfield is preferred, but concerns about being able to relocate existing businesses.
- Trinity College, Cambridge – The focus of the area should be on the Science and Technology sector, high quality homes and supporting ancillary uses.
- Need to consider appropriate long-term needs such as online retail growth, rising working from home prevalence and social housing needs.

## Document section

Issue: Creating a mixed-use city district

Question 10: Do you agree that opportunities should be explored to intensify and diversify existing business areas? If so, with what sort of uses?

## Representations received

Support: 5 Object: 1 Comment: 2  
Total: 8

## Main issues in representations

32529, 32676, 32897, 33261, 33611, 33102, 33041, 33795

### Support

- St Johns College, Cambridge – support intensification of employment floor space on St Johns Innovation Park.
- U+I Group PLC – Supported, subject to a robust and equitable Highways Trip Budget apportionment and S106 tariff system in the wider area. We also suggest a policy mechanism to support start-ups and smaller businesses.
- Requires wider and longer public consultation with local community, businesses and policymakers.
- The Nuffield Rd Industrial Estate is rundown and can withstand being built upwards like the Science Park.
- Yes, to more SMEs, retail, recreation & creative interests.

### Object

- None.

### Comment

- Trinity College, Cambridge – Aspiration achievable with significant funding. Policy should allow for flexibility in uses but show how it will add to the AAP objectives.
- Cambridgeshire County Council – Cannot comment as awaiting highway trip budget study transport evidence.

## Document section

Issue: Creating a mixed-use city district

Question 11: Are there any particular land uses that should be accommodated in the North East Cambridge area?

## Representations received:

Support: 3 Object: 1 Comment: 21  
Total: 25

## Main issues in representations:

32755, 32899, 33142, 33701, 32530, 32677, 33042, 33091, 33123, 33131, 33182, 33199, 33217, 33311, 33329, 33365, 33408, 33421, 33474, 33481, 33559, 33572, 33612, 33767, 33796

## Support

- New access Road via Cowley Rd, closing the level crossing on Fen Rd, so more trains can stop at North Cambridge Station.
- Residential, business, recreational, community spaces well-proportioned for foot and cycle traffic.
- High density residential zone with generous large green spaces.

## Object

- Dencora Trinity LLP – Object to Trinity Hall Industrial Estate as a residential mixed-use scheme.

## Comment

- Cambridgeshire County Council – Joint SCDC and City Transport evidence is not yet concluded. Therefore, no comment can be made at this time.
- Barton & District Bridleways Group – Equestrian provision due to lack of safe off-road routes.
- Ridgeons Timber & Buildings Merchants and Turnstone Estates / Veolia and Turnstone Estates – Consideration needs to be given to existing critical and established businesses currently in situ, which require proximity to Cambridge, but are incompatible with residential land use. Relocation options need to be viable and convenient.
- Cambridge Past, Present and Future – Community facilities such as nursery, community hall space, cafes which limits need to go offsite. Although this is already in CSP, Milton Rd constraints may require its replication.
- U+I Group PLC – Scale of development requires a variety of sustainable facilities.
- Trinity College, Cambridge – Policy should allow for flexibility in a wide range of supporting uses, but these will need to evidence on how it will support AAP objectives.
- Green space: District sized. Lots of small neighbourhood parks (early in development not as an afterthought). Generous green corridors/commons (akin to Midsummer / Stourbridge / Ditton / Grantchester) for recreation and mental health. Need to assign these early or won't happen. As much as possible the area between the railway line and the river should be designated as a Riverside Country Park.
- Community space matched to community and wider region, i.e. lecture halls / conference and meeting space / scientific facilities. Café. Space for early settlers to establish sense of identity and community, led by a community worker. Community space led by local needs not developers. Open in evenings.
- Education: Secondary schools (as per County Council's own claims that 18-25 spaces for every 100 homes built). Secondary school omission prohibits community cohesion and increases traffic and pollution. Also new college site.

- Leisure: Sports / Arts spaces / Events / Equestrian and bridleway provision.
- Residential: Dense communal living. Well proportioned.
- Retail: Markets / street trading including small economically viable shop units
- Healthcare: GPs and pharmacy.
- Design/Layout: to facilitate interaction to achieve community cohesion early in development.

### Document section

Issue: District identity

Question 12: What uses, or activities should be included within the North East Cambridge AAP area which will create a district of culture, creativity and interest that will help create successful community where people will choose to live, work and play?

### Representations received:

Support: 4 Object: 0 Comment: 20

Total: 24

### Main issues in representations:

32818, 32820, 32614, 32902, 32837, 33237, 33707, 33359, 32678, 33573, 33124, 33401, 33428, 32531, 33240, 33167, 32756, 33797, 33613, 33166, NECIO003, NECIO004, NECIO005

### Support

- Public area or arena for open air events: markets / culture / cinema. Could be free to encourage inclusion.
- Uses and activities should be 'several per city' such as restaurants and pubs rather than 'one per city' e.g. an ice rink which will increase traffic.
- Community Centre / Sports Centre.
- Plenty of green spaces.
- Uses easily accessible to allow Science Park employees to easily cycle / walk, especially during unusual hours.

### Object

- None.

### Comment

- Brookgate Land Ltd / Trinity College, Cambridge – Uses and activities provided should allow flexibility but uses coming forward should align to the AAP objectives.
- Cambridge Past, Present and Future – Undertake lessons learned study to understand site better.
- Histon Road Residents' Association – Nurseries for Science Park staff.

- U+I Group PLC – Development must provide free / subsidised / opportunities for nearby deprived wards. Meanwhile/worthwhile uses as a stopgap between leases to enable optimising sites for social/economic benefits.
- Community Church / Community centre / Library / Playground / splashpad. Site is ideal for essential and accessible public art.
- Zero-waste focussed shop to enhance ‘green’ reputation.
- Preference for local business as Cambridge North is dominated by chains and does not promote a vibrant community.
- Concerning lack of plans for a secondary school. How can ‘walkability’ and ‘place making’ be objectives without such an integral community-focused facility?
- Road improvements that link to Cambridge North via non-car usage. Unlikely as Milton Road is so large and complex that the site will remain two separate areas.
- Site should include flexible arts/creative indoor and outdoor spaces.
- Cultural spaces should be small or large scale, aiming for local arts/audience or those from further afield.
- Ensure current/ established activities are maintained.

### Document section

Issue: Creating a healthy community

Question 13: Should the AAP require developments in the North East Cambridge AAP area to apply Healthy Town principles?

### Representations received

Support: 1 Object: 11 Comment: 8

Total: 20

### Main issues in representations

32818, 32820, 32614, 32902, 32837, 33237, 33707, 33359, 32678, 33573, 33124, 33401, 33428, 32531, 33240, 33167, 32756, 33797, 33613, 33166, NECIO006

### Support

- Cambridgeshire County Council – Support principles compatible with non-vehicular. Consideration needs to be given to schools to avoid adverse environmental issues.
- Mental health and wellbeing ensured through site design.
- Green spaces / walking space allows for rehabilitation and environmental benefits.
- Create cycle-free pathways where people can walk, meander, connect with nature, exercise.
- Only if motor roads are kept on perimeters of site allowing cyclists and walkers fall permeability.

- A new leisure centre with sports facilities. Current offer is not convenient for CSP employees during lunchtimes.

#### Object

- Low carbon emission and mixture of residential and business the priority.

#### Comment

- Natural England – Strategic level of high-quality green space key to health and wellbeing. Provision should be proportionate to scale and protect designated sites.
- Railfuture East Anglia – Yes and include pleasant / interesting active travel options (cycle and footways) leading and surrounding to North Station.
- U+I Group PLC – Opportunity to deliver a sustainable and healthy community should be informed by a Health Impact and Needs Assessment that considers wider deprivation issues in neighbouring wards.
- Shelford and District Bridleways Group – AAP should include equestrian / Bridleways provision.
- Brookgate Land Limited / Trinity College, Cambridge – Healthy towns principles key but flexibility also needed in policy to allow for change in the future.
- A community building will help deliver a range of health objectives as it can house a range of services.
- The development should incorporate the WELL Community standards into its design to create a healthy community.

#### Document section

Issue: Cambridge Regional College

Question 14: How should the AAP recognise and make best use of the existing and potential new links between the AAP area and the CRC?

#### Representations received

Support: 2 Object: 1 Comment: 5

Total: 8

#### Main issues in representations

32533, 32680, 33777, 33125, 33499, 33524, 33615, 33799

#### Support

- Both CRC and Anglia Ruskin University must input into designing this community.
- Skills development can be harnessed through working with both CRC and ARU.
- CRC will become a cultural hub, so links are sensible.



## Object

- An enhanced pedestrian and cycling corridor are needed between CRC and Innovation / business parks but users going to and from CRC will continue to use existing busway. Any enhancement must be high quality with few junctions.

## Comment

- Railfuture East Anglia - Waymark cycle ways paralleling the busways from North Station to CRC together with a cycle way protected crossing at Milton Road. We suggest Cambridge North as a main transport hub.
- U+I Group PLC - CRC should be included in the AAP to future proof its management and use and allow its skills offer to be harnessed. Its inclusion also permits access to green infrastructure.
- Trinity College, Cambridge – Conversations must include CRC as they are biggest user of transport network and thus are a major stakeholder.
- CRC should be a major partner in developing aspirations to create community identity.
- CRC should be supplemented with a secondary school provision on site.
- There should be a transit system from Cambridge North to CRC.

## Document section

Issue: Building heights and skyline

Question 15: Should clusters of taller buildings around areas of high accessibility including district and local centres and transport stops form part of the design-led approach to this new city district?

## Representations received:

Support: 6 Object: 12 Comment: 14

Total: 32

## Main issues in representations:

32681, 33289, 33525, 33616, 32905, 32510, 33596, 32809, 32590, 32634, 33297, 32585, 32648, 32853, 33006, 32660, 32753, 32838, 33709, 33574, 33452, 32791, 33449, 32832, 33424, 33366, 33148, 33600, 32534, 33366, 33352, 33800

## Support

- Railfuture East Anglia / The Crown Estate – Quality designed, and employment focussed transport hubs are integral to high accessibility at and around North Station. The AAP should define the areas / criteria needed.
- U+I Group PLC – Support densities in areas of greatest accessibility and amenity. Balanced evidence-based studies will meet these requirements.
- Use medium / varied density like Eddington as a guide.

- Design is key. CB1 and Great Northern Rd are not good examples (street canyons / wind tunnels / pollution).

#### Object

- Cambridge Past Present, Future – The proximity to the rural settings of River Cam, Fen Ditton and Green Belt suggest that taller buildings may have an indirect negative impact on the wider area and historic core.
- Brookgate Land Ltd – Support taller highly accessible clusters to create nodal points, landmarks, legibility and density. There would be no light impact on existing buildings and will release pressure from historic core of city while defining NEC as area with striking buildings.
- Hurst Park Estate Residents Association – Although successful in Europe, the failure of CB1 indicates this not achievable in Cambridge as it attracts transient populations and produces adverse microclimates.
- In Cambridge, only CB1 and Hills Road is above 4 storeys and is overpopulated, noisy and an eyesore. Too many short-term lets and no feeling of place.
- Fen Ditton and Ditton Meadows are key areas that are negatively impacted by building heights and transport.
- The skyline is one of the key qualities of the area. Clusters of tall buildings will destroy this and violate river setting. Tall buildings also create an unwelcome aggressive environment and are affected by strong wind. Height should be no higher than 2/4 storeys to avoid urban canyons. Include pitched roof / roof gardens for cooler buildings rather than air conditioning.

#### Comment

- Cambridge Past Present, Future – Too early to determine higher density needs without assessment, especially in relation to visual harm.
- Campaign to Protect Rural England Cambridgeshire and Peterborough – Must not compromise views. Milton Road should not be surrounded by overbearing buildings. Height and scale should reflect employment needs.
- Defence Infrastructure Organisation (M.O.D) – Development impacting upon Cambridge Airport requires MOD assessment (green/brown roofs (birds); solar panels (glare) and wind turbines).
- Histon Road Residents Association – Where will high rise buildings be built and how many storeys?
- Historic England – Lack of evidence-base means no comment can be made on height. Suggest performing Landscape Character and Visual Impact Assessments.
- Trinity College, Cambridge – Support and efficient use of land to allow site to include major transport hubs.
- Height no more than 6/8 floors and no individual or complex multi-storey tall buildings.

- Height of buildings is less important than decreasing walking times and creating vibrant communities and more important than developer profit.
- Proposed development will be size of Ely, yet there is no statement about density limits.

### Document section

Issue: Local movement and connectivity

Question 16: Question 16: Should the AAP include any or a combination of the options below to improve pedestrian and cycling connectivity through the site and to the surrounding area?

A – Create a strong east-west axis to unite Cambridge North Station with Cambridge Science Park across Milton Road. This pedestrian and cycle corridor would be integrated into the wider green infrastructure network to create a pleasant and enjoyable route for people to travel through and around the site. The route could also allow other sustainable forms of transport to connect across Milton Road.

B – Improve north-south movement between the Cowley Road part of the site and Nuffield Road. Through the redevelopment of the Nuffield Road area of NEC, it will be important that new and existing residents have convenient and safe pedestrian and cycle access to the services and facilities that will be provided as part of the wider North East Cambridge area proposals.

C – Upgrade connections to Milton Country Park by both foot and cycle. This would include improving access to the Jane Coston Bridge over the A14, the Waterbeach Greenway project including a new access under the A14 (see Transport Chapter), as well as the existing underpass along the river towpath.

D – Provide another Cambridge Guided Bus stop to serve a new District Centre located to the east side of Milton Road.

E – Increase ease of movement across the sites by opening up opportunities to walk and cycle through areas where this is currently difficult, for example Cambridge Business Park and the Cambridge Science Park improving access to the Kings Hedges and East Chesterton areas as well as the City beyond.

### Representations received:

Support: 16 Object: 1 Comment: 22

Total: 39

### Main issues in representations:

32535, 32615, 32661, 32682, 32734, 32752, 32792, 32810, 32821, 32864, 32906, 33093, 33288, 33526, 33617, 33710, 33446, 32579, 32703, 32742, 33044, 33154, 33172, 33305, 33335, 33425, 33458, 33510, 33560, 33691, 33768, 33801, 33455, NECIO007, NECIO008, NECIO009, NECIO053, NECIO054

## Support

- U+I Group PLC – Yes to option A.
- Veolia and Turnstone Estates – Option A is supported as will not affect Veolia site and operation.
- East/West axis option will connect Trinity Science Park to North Station. Traffic onto the Science Park will only be reduced if rail alternative is made highly attractive.
- U+I Group PLC – Yes to option B.
- U+I Group PLC – C: An underpass will improve connectivity and maximise permeability and green initiatives (Waterbeach Greenway, Chisholm Trail etc.).
- Strongly support C: proposed connections to Milton Country Park and the River Cam.
- U+I Group PLC – Support D in principle but further studies needed to determine appropriateness.
- U+I Group PLC – Will strengthen internalised trips and promote non-car use.
- Strongly support to provide wider pedestrian and cycle site access, especially E. Chesterton and Kings Hedges.
- The Crown Estate – Supports East-West and North-West infrastructure and building integration (Option A and B) and addressing the physical barrier of the railway line.
- Railfuture East Anglia – Yes to A, B, C & D, bearing in mind the importance of North Station as a primary transport hub. E is particularly significant as it directly challenges the current situation in Cambridge Business Park which is effectively a gated and policed inaccessible community.
- Brookgate Land PLC – Supportive of all options that encourage active travel while providing high connectivity. District Centre needs to be within walking distance of North Station to serve commuters.
- Option A or B. Preferred option would be roads linking both Cowley Rd to Nuffield Rd and a bridge over railway to connect traveller site. The level crossing should be removed as it limits potential and capability of North Station, causes traffic and prohibits recreation.
- Particularly A – B - E
- Segregate pedestrian and non-cycle use.
- Bridge over Milton Rd necessary and essential for Station to CRC and Science Park.
- Consider allowing bus tickets to be transferrable between normal buses and Guided busway for convenience.
- Good idea to increase permeability of currently impermeable barriers such as the Business Park & A14.
- Future-proof these non-motor options to guarantee continued success. Cycle congestion exists!

- All interventions are needed to create a strong sense of a non-car friendly place and encouragement of walking / cycling.
- More direction needed on connectivity out of site, rather than intra site.
- Consider raising or lowering Milton Road to create a welcoming crossing. A bridge (owing to high grade) will not work as will deter usage. Milton Rd also needs to be reduced to lower traffic.

#### Object

- Milton Rd and Kings Hedges Road cannot cope with additional traffic.
- Need a connection from motorway to both the Science Park and over the river to the Fen Ditton McDonald's roundabout, not simply more houses with no appropriate infrastructure.

#### Comment

- Shelford and District Bridleways Group – A: Multi-user access required not just pedestrian and cycle access.
- Veolia and Turnstone Estates – Option A can be achieved without affecting Veolia site and operation.
- Ridgeons Timber and Builders Merchants and Turnstone Estates / Veolia and Turnstone Estates – Support B: coordinated, improved access between Cowley Rd and Nuffield Rd for safe and convenient travel.
- The Wildlife Trust – Option C also justifies boundary extension to include river corridor.
- Natural England – Advocate significantly large green infrastructure and linkages to Milton Park which increases habitat enhancement.
- Using green space and green corridors should be given priority in minimising A14 barrier to connections over Jane Coston Bridge and to Waterbeach.
- Shelford and District Bridleways Group – C: Multi-user access required not just pedestrian and cycle access.
- Shelford and District Bridleways Group – E: Equestrian access required on the inter community links.
- Histon Road Residents Association - Will connectivity infrastructure be in place before residents move in? Is there any coordination between GCP and Milton Rd project? How will residential be connected to Science Park as the guided bus stop is on edge of area?
- Campaign to Protect Rural England Cambridgeshire and Peterborough – Infrastructure and transport links to Waterbeach needs to be funded, planned and delivered coherently and not in a piecemeal fashion.
- Waterbeach Parish Council – Link Waterbeach to site via Greenway links (cycle, bridleway, pedestrians, disabled accessible). Maintain the towpath and segregate tranquil enjoyment from superhighway transport.

- Shelford and District Bridleways Group – Equestrian access identified in para 6.21 as ‘crucial’ yet not included anywhere in project. NCN11 and NCN 51 can provide explicit equestrian access chiefly over Chisholm Bridge.
- Cambridgeshire County Council – No option should be ruled out at this early stage, although connectivity is crucial.
- Use Mere Way as a Busway route under A14 as a short-term solution to avoid congestion. Simplify the road width between junction and Guided Busway crossing.
- Plan roads well on the periphery before development and agree that non-car connectivity options cannot be ignored and built over by developers (as was the case in CB1 and cycleways North Station).
- Open routes across the river to pedestrians, cars, bikes and public transport.
- Yes, to A - C - E.
- The AAP should limit or remove HGV movement on and off the site in vicinity of local schools. Increase possible access points to Rail station.
- Development will increase the number of vehicles on Milton Road and a new access road should be provided to the A14 Fen Ditton junction. This would also connect to Fen Road.
- Enhanced pedestrian and cycling corridor between CRC and Innovation Park required. Such a link should be as high quality as the busway route, with as few junctions as possible.
- Many existing families in the area take children to Shirley School, GP surgery etc, so a connection linking these services would be beneficial.

### Document section

Issue: Crossing the railway line

Question 17: Should we explore delivery of a cycle and pedestrian bridge over the railway line to link into the River Cam towpath?

### Representations received:

Support: 24 Object: 7 Comment: 33

Total: 64

### Main issues in representations:

32536, 32588, 32606, 32616, 32682, 32733, 32743, 32749, 32789, 32811, 32822, 32833, 32907, 33035, 33066, 33230, 33312, 33338, 33367, 33396, 33527, 33618, 33711, 32498, 32609, 32942, 32949, 33239, 33459, 32600, 32608, 32652, 32704, 32736, 32842, 32874, 33045, 33077, 33110, 33129, 33173, 33183, 33200, 33218, 33362, 33409, 33482, 33462, 33493, 33500, 33575, 33696, 33802, NECIO010, NECIO011, NECIO012, NECIO013, NECIO014, NECIO015, NECIO016, NECIO017, NECIO018, NECIO019, NECIO055

### Support

- The Wildlife Trust BCN - Must include the river corridor.

- Railfuture East Anglia – Consider a road bridge with clearly demarcated/separated uses. A new road (north end of Cowley Rd?) could link a rail freight terminal and relieve traffic.
- U+I Group PLC – Welcome subject to funding.
- Brookgate Land Ltd – Support, but already a pedestrian and cycle route to River Cam via Moss Bank and Fen Road.
- Cambridge Past, Present and Future – Support the inclusion of a bridge to better connect area and enhance connectivity and inclusivity.
- Investment into much larger walking/cycling infrastructure is needed.
- As much cycle permeability as possible to discourage car use.
- Could also include a spacious underbridge providing grade separation under the railway, with lots of light & air.
- Should be a river crossing for walking and cycling in vicinity of and adjacent to the A14 Bridge.
- Rather than towpath links, proper connection to roads are needed as well as connections to Waterbeach Greenway.
- A new bridge over the railway line to Fen Road will allow pedestrians and cyclists to avoid the railway crossing. Its location should be in the middle of this part of the site to allow good access to the River Cam.

#### Object

- Waterbeach Parish Council - Towpath should remain a tranquil area for leisure. Protect river from overuse.
- No. We have enough cyclists in that area as it is.
- What is needed is closing the Level Crossing [LC] and building a road bridge. This is due to:
  - Traffic which will increase due to development.
  - Already pedestrian and cycle access at North station.
  - Wait time at LC is unacceptable (20 mins) so effectively cuts off communities (Traveller site; Residential Home at 71 Fen Rd; cyclists going to Moss Bank).
  - Closing of LC causes frustration and is blatant discrimination and ghettoization (traffic / emergency and residential access / availability of facilities etc.). This will make the area unsafe and unattractive to residents.
  - LC causes traffic surges on Fen Rd, Water Street and Chesterton (including heavy vehicles).
  - LC causes antisocial driving as vehicles race to miss barriers.
  - Road link should be able to take HGV's; Have a single lane to allow HGV access, prohibit trucks and vans from using LC (if it remains).
  - Safer access over railway.
  - Reduce timetable risk for Rail operations; Can increase train paths; open up possibility for metro style movement.
  - Will act as extension of Chisholm Trail.
  - AAP facilities should be accessible to all (inclusive of Travellers site).
  - AAP employment opportunities should be open for all (inclusive of Travellers site).
- Suggestions for road bridge: across to the Sewage Farm site and Milton Road; North of Fen Road; North of North Station Connecting and continuing

Cowley Rd; Connecting Milton Rd to Fen Rd; From the A14 roundabout to Fen Rd).

#### Comment

- Cambridgeshire County Council – Future plans for rail network line will inform suitability of alternative crossing. Thus, no options should be ruled out at this stage.
- Cllr Hazel Smith – Fen Rd will get ever-more cut off as development progresses. Provide a link road. Access must be funded & safeguarded without exceptions.
- Trinity College, Cambridge – All connectivity is a positive and must be east-west across Milton Rd as a priority.
- Cycling and pedestrian bridge must be suitable for equestrian access.
- People would not use a footpath over the river as it will pass through Gypsy and Traveller camps and people will feel threatened using it. Much better to include east of the railway and regenerate inclusively.
- Far more interested in reducing commercial vehicles using Fen Rd, Water Lane and Green End Rd.
- If a cycle/pedestrian bridge is built, it should be sited to allow for a future road bridge.
- The railway level crossing at Fen Road is currently closed for long periods of time and an alternative road access should be provided. Fen Road is dangerous due to the number of vehicles and vehicle speeds. A new access road onto the A14 or a new road bridge into the NEC AAP site should be provided which could also accommodate public transport and be managed to avoid rat running.
- Unobtrusive lighting on the towpath would make it more useable for cyclists at night, enabling them to avoid Fen Road more.

#### Document section

Issue: Milton Road connectivity

Question 18: Which of the following options would best improve connectivity across Milton Road between Cambridge North Station and Cambridge Science Park?

A - One or more new 'green bridges' for pedestrians and cycles could be provided over Milton Road. The bridges could form part of the proposed green infrastructure strategy for NEC, creating a substantial green/ecological link(s) over the road.

B - Subject to viability and feasibility testing, Milton Road could be 'cut-in' or tunnelled below ground in order to create a pedestrian and cycle friendly environment at street level. This option would allow for significant improvements to the street which would be more pleasurable for people to walk and cycle through.

C - Milton Road could be significantly altered to rebalance the road in a way that reduces the dominance of the road, including rationalising (reducing) the number of junctions between the Guided Busway and the A14 as well as prioritising walking, cycling and public transport users.



D - Connectivity across Milton Road could be improved through other measures. We would welcome any other suggestions that would improve the east-west connectivity through the site.

E - Other ways of improving connections (please specify)

#### Representations received:

Support: 11 Object: 2 Comment: 30

Total: 43

#### Main issues in representations:

32617, 32662, 32751, 33028, 33078, 33095, 33143, 32499, 32537, 32602, 32684, 32705, 32735, 32793, 32823, 32844, 32878, 32908, 32911, 33046, 33132, 33155, 33174, 33246, 33340, 33528, 33550, 33576, 33619, 33712, 33776, 33803, NECIO020, NECIO021, NECIO022, NECIO023, NECIO024, NECIO025, NECIO026, NECIO027, NECIO028, NECIO056, NECIO057

#### Support

- Brookgate Land Limited – Support A in principle but have concerns over viability and cost.
- A green bridge (Option A) could be designed to be an iconic focus point and would be great in conjunction with a roundabout replacing the many traffic lights and is the most appealing way to implement the east/west axis.
- Option A sounds fantastic, but option B more realistic. Good chance to have green space / separate walking and cycling provision on top of underpass.
- C. Currently, there is need to negotiate five locations to cross the road between Science and Business Parks. Anything that reduces dominance of roads and encourages cycling / walking is welcomed.
- E: Consider a transit system from North station to CRC.
- The Milton Road/Cambridge Science Park junction is dangerous and does not encourage people to walk or cycle in this area due to the long wait times to cross, the multi-lane nature of the road and the lack of priority to pedestrians and cyclists. A green bridge could provide a good solution to this that would also have environmental and place benefits.

#### Object

- The size of the new community will bring permanent gridlock at end of Milton Road. Make roads better for cars.
- Option B risks concrete nightmare which should be avoided.

#### Comment

- U+I Group PLC – Proposal too complicated to give informed response, but prefer Option A as will limit impact on Milton Rd during construction more than option B & C.

- Green Bridge Option A should be located to provide safe pedestrian / cycling access to Jane Costen Bridge, Innovation Centre and proposed residential and businesses to reduce non-car traffic. However, steep grades on the bridge will deter cyclists and affect accessibility.
- Brookgate Land Limited – B expensive with significant engineering challenges.
- B, but only if it is affordable and attractive to use.
- Tunnelling ideal (B) as minimising effect on traffic while creating a space for non-car transport. This should not dominate spaces, as seen in Elizabeth Way roundabout.
- Natural England – Option C could upgrade connections to Milton Country Park. Green bridges, informal space and greater connectivity are also supported.
- Keep in mind purpose of plan: to minimise car use. Do not overbuild to cater for cars. Milton Road should be made smaller / dominance reduced to prioritise sustainable transport.
- Real issue is location and coordination of traffic lights. Reconfiguration is best option.
- Dumping cyclists on a bridge is not the answer. The whole area needs updating, not just east-west connections.
- Sceptical about how much 'public realm' can be improved on Milton Rd as inappropriate for shared space designs.
- Most holistic option subject to design, cost and feasibility.
- Cambridgeshire County Council – No option should be ruled out at this stage. Preference is for D: segregated bus, pedestrian and cycle routes and would allow for better streetscape and public realm.
- Junction of Milton Rd and Cowley Rd needs major improvement for the benefit of cyclists. As does competing traffic up Cowley Rd from North Station towards Innovation Park. A 4-way crossing or roundabout along with a green bridge would be safer for cyclists.
- Connectivity must include equestrian access linked to the busway (E).
- Need a reality check on car use. Transport is essential. Far better to improve public transport affordability, reliability and frequency. Traffic light timings are ridiculous.
- A cycle/foot/bus link should be created adjacent to A14 and over railway and river to connect B1047 and beyond and create movement permeability. Could widen parts of A14 to achieve.
- Remove freight intensive uses from Nuffield Rd to strip adjacent to A14, reducing traffic and creating a noise barrier. Retain and expand light industrial uses.
- St John's College, Cambridge – Is there is a cost and delivery need for a Milton Rd connection between the Science & Innovation Parks? Consider instead a connection between CSP junction into Cowley Rd?

- Cambridge Past, Present and Future – Concern about conflict with other proposals out forward.
- Trinity College, Cambridge – No preferred option as no implications detailed. Milton Rd vehicular access onto CSP should remain and be futureproofed to allow for progressive transport technology.
- Railfuture East Anglia – Support Options A & C.
- Support A and C. Tunnelling under has not worked well at Elizabeth Way: blind corners, unsafe in the dark etc.
- Brookgate Land Limited – Fully support C & D. Significant priority to alter and rationalise junctions on Milton Rd for benefit of non-car uses.
- Other solutions include a traffic underpass under Milton Road, lane and junction improvements and a new road connecting Fen Road to Milton Road to avoid HGV movements in residential areas.
- This junction needs major improvement. It is very hard for cyclists to negotiate from/to Milton Road to/from Cowley Road. Sending traffic from Cambridge North up Cowley Road where it has to compete with traffic from the Innovation Centre is also leads to significant congestion and delays. It needs to be a 4-way crossing or roundabout combined with the proposed green bridge.
- The Guided Busway and associated combined cycle/footpath are already the main thoroughfare for cyclists entering the CSP from Central/East Cambridge as well as from Cambridge North Rail station. However, the traffic management around the Milton Road junction is far from optimal with long waiting times for cyclists/pedestrians for the traffic lights to change. A diagonal fly-over for cyclists (including perhaps for pedestrians) connecting the two Busway Cycle/footpaths would certainly improve access and encourage further commuter-based cycling to CSP.

### Document section

Issue: Development fronting Milton Road

Question 19: Should development within the North East Cambridge area be more visible from Milton Road, and provide a high-quality frontage to help create a new urban character for this area?

### Representations received:

Support: 5 Object: 3 Comment: 3

Total: 11

### Main issues in representations:

32538, 32750, 32913, 33247, 33620, 32663, 32909, 33009, 32685, 32794, 33804

## Support

- St. Johns College, Cambridge – Prominent buildings will create visual viewpoints from Milton Road. St. Johns Innovation Park should be increased to meet this aim.
- U+I Group PLC – As Milton Rd is key route into City, traffic reduction mechanisms may be limited short term.
- Milton Rd needs to be redeveloped into a highly visible continuing community which relies less on commuting. However, if it is not zero carbon then hide it away.
- Cycle paths to be more visible and better lit.
- Use innovative design to reduce dominance of access roads from A14 roundabout to make it feel less like a high-speed road.

## Object

- A visually cluttered urban area counters open space aims. Try and keep a rural feel, retain the area as a 'fringe' site. Plant trees on a grand scale, with progressive reduction of car-use to support sustainable travel options.
- Adding commercial facades onto a five-lane highway is appalling.

## Comment

- Trinity College, Cambridge – Development presents an opportunity to provide a northern gateway entrance into Cambridge. Legibility will also encourage public transport use.
- Wrong question. Development should front walking and cycling network to ensure low car use and minimise motor noise. Milton Rd could be resigned to allow this.

## Document section

Issue: Managing car parking and servicing

Question 20: Do you agree with proposals to include low levels of parking as part of creating a sustainable new city district focusing on non-car transport?

## Representations received:

Support: 15 Object: 5 Comment: 9

Total: 29

## Main issues in representations:

32539, 32586, 32618, 32623, 32640, 32686, 32795, 32860, 32915, 33010, 33047, 33079, 33529, 33621, 33713, 32500, 32511, 32664, 33368, 32824, 32910, 33133, 33248, 33306, 33341, 33426, 33561, 33769, 33805

## Support

- Hurst Park Estate Residents Association/Milton Road Residents Association – Support. However, assumption of low car use does not take into account

visitors/car hire/borrowing/retail. A critical explanation is needed on how it will be enforced. Otherwise parking problems will emerge inappropriately elsewhere.

- Cambridgeshire County Council – Parking policy and internalisation fundamentally impacts a constrained highway network. A suitable mix of uses is appropriate.
- Railfuture East Anglia – Agree.
- U+I Group PLC – Suggest interim parking strategies until full non-parking options can be realised. Parking can then be phased out.
- Brookgate Land Ltd – Sustainable low parking infrastructure options essential and should be consistently applied across whole of NEC land.
- Car use should not be needed, given the proximity to North Station/transport hubs. Suggest one space per residential unit, or area will become another car-dominated commuter suburb of the A14.
- Any parking provided should be underground and will improve look of area. Essential access only.
- The car spaces provided should be chargeable by day and/or hour. Monthly charging will not work as people will just view it as a long-term parking option.

#### Object

- More parking spaces needed. Not everyone cycles.
- Not all visitors to the area have good public transport links to reach the area, especially from the North East.
- Low numbers of parking spaces will cause surrounding area to be swamped with cars.
- Unfeasible given the inadequate public transport.
- This zero-carbon non-car position has not been achieved anywhere else. What makes this place different?

#### Comment

- St. Johns College, Cambridge – Reduction in parking needs to be matched by a proportional provision of public and non-car transport. The college will accept a position to provide no new car parking spaces over the park as a consequence of new development.
- Histon Road Residents' Association - The site will have car-free zones necessitating some parking facilities on the edge of site and underground.
- Ridgeons Timber and Builders Merchants and Turnstone Estates/Veolia and Turnstone Estates – Consideration needed for parking and access needs of commercial uses on site.
- Trinity College, Cambridge – Support more sustainable modes of transport. May need a range of policies to recognise different uses, needs, requirements and transition options to align with viability and delivery realities.

- Underground parking/parking areas/10 minutes walk to car (allowing time to only drop off)/Cycle parking outside door/Clear and direct cycle routes.
- Improve accessibility, reliability and cost of public transport to relieve this issue.

### Document Section

Issue: Managing car parking and servicing

Question 21a: In order to minimise the number of private motor vehicles using Milton Road, should Cambridge Science Park as well as other existing employment areas in this area, have a reduction in car parking provision from current levels?

### Representations received:

Support: 11 Object: 7 Comment: 5

Total: 23

### Main issues in representations:

32540, 32619, 32796, 32861, 32916, 33011, 33049, 33081, 33530, 33622, 33714, 32501, 32512, 32665, 32880, 32947, 33014, 33369, 32603, 32757, 32846, 33342, 33806

### Support

- Cambridge County Council/Brookgate Land Ltd - Evidence suggests car parking at CSP underused and unwelcome North Station environment so little incentive not to drive. If implemented, consideration has to be given to preventing cars parking in streets adjacent to area and providing excellent public transport and walking/cycling provision.
- Railfuture East Anglia – Emphasis on quality public transport.
- U+I Group PLC – Support this initiative to reduce car use.
- Data needed as Science Park users going to/from A14 may be less of a problem than other users.
- Adequate transport options must be offered, such as Park and Ride, Company shuttles and prioritised, segregated and wider cycle paths to prevent car/non car conflict.
- The council has declared a climate emergency and offering car parking will not create the modal shift needed.

### Object

- Orchard Street Investment Management – Given the congestion in the area already, careful cooperative consideration from all stakeholders is needed.
- More parking is needed.
- Reducing parking while offering no appropriate viable alternative (outside of peak times; before transport hub is operating) is dis-incentivising. Not all visitors to the area have good public transport links to reach the area,

especially from the North East. This will result in car swamping in surrounding streets.

#### Comment

- Trinity College, Cambridge – Already reducing car parking at CSP and this will continue. Policy needs to reflect that parking will reduce over time and is a shared ambition to encourage sustainable non-car transport.
- Encourage car sharing, businesses with showers (for cyclists); consider allowing 1 car space per unit only.
- Peak times on Milton Rd are people just passing through, so parking will not address the issue.
- Reducing car spaces means only the rich can afford spaces.
- If parking is a problem, why provide such a big car park at North Station?
- Is the Science Park not currently building a car park?

#### Document Section

Issue: Managing car parking and servicing

Question 21b: Should this be extended to introduce the idea of a reduction with a more equitable distribution of car parking across both parts of the AAP area?

#### Representations received:

Support: 6 Object: 2 Comment: 1

Total: 9

#### Main issues in representations:

32541, 32918, 33050, 33531, 33623, 33715, 32666, 33370, 33807

#### Support

- Cambridgeshire County Council/Railfuture East Anglia/U+I Group PLC/Brookgate Land Limited – Essential to reduce car parking availability and promote a package of sustainable transport measures.
- Low levels of parking throughout. Car parking could be grouped in certain areas with good walking/cycling connections with concessions for those with low mobility.

#### Object

- This proposal will just encourage swamping of displaced cars to park on streets adjacent to area. Reducing parking unfeasible until adequate alternatives available.

## Comment

- Trinity College, Cambridge – CSP is moving towards an approach with fewer car parking spaces in alignment with the non-car ethos of new development. However, please consider policy that reflects a slower transitional period to allow the well-established businesses here with long leases to encourage and adopt initiatives.
- Parking should be 1 space per residential unit.

## Document Section

Issue: Managing car parking and servicing

Question 22: Should the AAP require innovative measures to address management of servicing and deliveries, such as consolidated deliveries and delivery/collection hubs?

## Representations received:

Support: 10 Object: 2 Comment: 4

Total: 16

## Main issues in representations:

32542, 32797, 32920, 32948, 33018, 33052, 33299, 33532, 33624, 33716, 33502, 32667, 32866, 33175, 33343, 33808

## Support

- Cambridgeshire County Council/Brookgate Land Ltd – Innovative measures, such as a centralised refuse collection can help to reduce demand of highway network supported.
- Railfuture East Anglia – Consolidation of deliveries not only for this area, but for Cambridge as a whole. A Rail freight terminal accessed on Cowley Rd extension could facilitate this.
- U+I Group PLC – Area could include a number of hubs. More understanding is needed about needs of residents and businesses to consider fully.
- Consider future proofing for the growth of online shopping.
- Consider cycling logistic firms to make last-mile deliveries within site, wider area using cargo bikes and assigned delivery parking outside of peak hours.
- Trans-shipment hub appropriate given proximity to A14. Allow for a bulk/break/consolidation depot to service local businesses and lessen environmental impact.

## Object

- This is a silly idea.

## Comment

- Trinity College, Cambridge – AAP should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive.



## Document Section

Issue: Car and other motor vehicle storage

Question 23: Should development within the North East Cambridge area use car barns for the storage of vehicles?

## Representations received:

Support: 11 Object: 3 Comment: 5

Total: 19

## Main issues in representations:

32543, 32587, 32620, 32624, 32641, 32825, 32867, 32912, 32922, 33533, 33717, 32503, 32668, 32758, 32737, 33053, 33344, 33809

## Support

- Hurst Park Estate Residents Association/Milton Road Residents Association – Support, but lack of testing means it may just end up a concrete multi-storey car park in all but name.
- Railfuture East Anglia – Yes.
- Brookgate Land Ltd – Unsure how periphery barn will access Milton Rd. Shuttlebuses from Park and Ride to NEC, cycle and pedestrian links an option.
- Car barn should be flexibly designed to be able to be repurposed in the event of a car-free future.
- Enforced via unavailability of car park spaces on site. Financial incentive not to take car space?
- Reduces pollution and noise while offering a sensible parking alternative to the reality of car use.
- Car parking not the issue. Car use is. Make non-car use & access more attractive to solve.
- Car-clubs could manage use and ownership.

## Object

- Storage magnet for criminals.
- Another drain on scarce free time.
- Better to develop low-cost or free travel via park and ride on far side of A14.

## Comment

- Cambridgeshire County Council – Car barns should only be used to make non-car travel easier and convenient. It is the time of day and level of car use that is the issue, rather than car ownership per se.

- U+I Group PLC – Inevitable demands for some on site parking is needed and should be priced accordingly to the end user. A car barn will form part of a wider package of parking solutions.
- Trinity College, Cambridge – Car Barns should not be a mandatory rule as technology may render it useless in future. Policy should therefore be flexible.
- Yes. An innovative car transport hub (including bus, bike share, car share, car charging) managed through website/phone app has potential to take many cars off streets. Car storage should be easily accessible.

## Document Section

Issue: Green Space Provision

Question 24: Within the North East Cambridge area green space can be provided in a number of forms including the following options. Which of the following would you support?

A – Green space within the site could be predominately provided through the introduction of a large multi-functional district scale green space. Taking inspiration from Parker’s Piece in Cambridge, a new large space will provide flexible space that can be used throughout the year for a wide range of sport, recreation and leisure activities and include a sustainable drainage function. The sustainable drainage element would link into a system developed around the existing First Public Drain and the drainage system in the Science Park. The green space could be further supported by a number of smaller neighbourhood block scale open spaces dispersed across the site.

B – Green spaces within the site could be provided through a series of green spaces of a neighbourhood scale that will be distributed across the residential areas. These green spaces will also be connected to the green infrastructure network to further encourage walking and cycling. Again, these spaces will include a sustainable drainage function and link into the existing First Public Drain and the Science Park drainage system.

C – Enhanced connections and corridors within and beyond the site to improve the biodiversity and ecological value as well as capturing the essential Cambridge character of green fingers extending into urban areas. These corridors could also be focussed around the green space network and sustainable drainage and would reflect the NPPF net environmental gain requirement.

D – Green fingers to unite both sides of Milton Road and capitalise on the existing green networks.

E – Consideration of the site edges – enhancement of the existing structural edge landscape and creating new structural landscape at strategic points within and on the edge of NEC. This would also enhance the setting to the City on this important approach into the City.

F – Creation of enhanced pedestrian and cycle connectivity to Milton Country Park and the River Cam corridor.

#### Representations received:

Support: 14 Object: 1 Comment: 42

Total: 57

#### Main issues in representations:

32573, 32669, 32687, 32738, 32884, 32925, 32951, 33024, 33105, 33371, 32504, 32544, 32706, 32744, 32759, 32798, 32851, 32914, 33156, 33266, 33290, 33330, 33339, 33453, 33471, 33512, 33534, 33577, 36266, 33692, 33718, 33810, NECIO029, NECIO030, NECIO031, NECIO032, NECIO033, NECIO034, NECIO035, NECIO036, NECIO037, NECIO038, NECIO039, NECIO040, NECIO041, NECIO042, NECIO043, NECIO044, NECIO045, NECIO046, NECIO047, NECIO048, NECIO049, NECIO050, NECIO051, NECIO052, NECIO059

#### Support

- A - Big space will allow for events and will bring people together.
- C - Good for both us and wildlife, with input from the Wildlife Trust and complemented by neighbourhood-scale provision.
- Envisage mixed use with fine grain as per B and C. D also appropriate. E should be a conversion of a five-lane highway into a forest of trees.
- Green space provision must be explicit and controlled by council, not developers.
- More green infrastructure and architecture is essential in the city for aesthetics, wellbeing and for buffering carbon and greenhouse gasses. More solar panelled roofs, more tree-lined avenues, green walls.
- A connection to the country park is a no brainer.
- Opportunity to provide links under A14 to Milton Country Park and towards the River Cam for both people and biodiversity.
- In a high-density environment, green space and biodiversity should be provided in innovative ways like green walls and rooftop open spaces.
- A green wall along the A14 would mitigate the impact of the road.
- Community gardens and spaces should be provided to grow food and bring the community together and they should also be provided in places that are accessible to the existing community.

#### Object

- They will not be kept maintained like most places.

#### Comment

- Brookgate Land Ltd – A may be difficult due to phasing. Smaller scale spaces are more effective in residential schemes.
- A - Large green spaces good, but a green space should be visible wherever you are.

- Brookgate Land Ltd – B, but needs to be appropriately connected.
- B - Smaller green spaces are preferable as they are well used with much potential. Must be safe and welcoming and include natural surveillance design.
- B - Many parks in area and surrounds are looking tired so an update is welcomed, such as play equipment.
- Brookgate Land Ltd – C. Needs to be appropriately connected to broader network.
- Brookgate Land Ltd – D. Requires a review of specific proposals.
- Brookgate Land Ltd – E. Design needs to prevent perceived or actual connectivity. Landscape edges can create buffers which separate.
- Shelford and District Bridleways Group – F. Peripheral routes around green spaces should include equestrian provision. Neglecting multi-user space contravenes Cambridge Rights of Way Improvement Plan.
- Campaign to Protect Rural England – Green spaces/corridors should be arranged to ensure biodiversity and wellbeing of community and not detrimentally affect tranquillity of open countryside. Consider a green fringe between River Cam towpath and the development.
- Trinity College, Cambridge – Green spaces enhance the public realm, provide pleasant areas and sustainable transport, and promote outdoor working.
- Green corridors should be generous. The commons and existing corridors are heavily used throughout the year. No option to provide once construction is complete.
- Green space must include equestrian access. A link to Milton Country Park fantastic. Parking could be in the form of a safe equestrian hitch in the shopping area.
- Environment Agency – Options A, B & C all provide sustainable drainage in green spaces, improve and create habitats and ecology (around First Public Drain, which will also improve water quality as per EU Water Framework Directive), and incorporate SuDS.
- Natural England – A combination of Options A - F are needed to deliver essential greenspace using SANGS standards. Green corridor connection to Milton Country Park, Waterbeach Greenways and Chisholm Trail also essential.
- The Wildlife Trust BCN – Options C & F are essential. We have no preference over A & B.
- Milton Rd should be fronted by trees. Green space that support habitats are preferable to concrete-surrounding parks. Children should have parks on doorstep rather than far-away.
- Anglian Water Services Ltd – No preference for any option, but ask that sustainable drainage systems are integral in design.

- The Crown Estate – Rather than aligning open space with particular uses (amenity for employment / sports fields in schools etc.), consider shared/multi-use spaces that encourage human connectivity and community.
- Railfuture East Anglia – Open spaces must have active and safe travel in mind to work, leisure and cultural events, at all times of the day.
- Cambridge Past, Present and Future – Ensure green connections for wildlife in a variety of locations and sizes with multi-functional uses potential.
- U+I Group PLC – Support both large-scale green space and smaller-scale neighbourhood spaces with connections to green infrastructure. However, a lack of supporting studies and capacity testing means we cannot cite a preference at this stage.
- Brookgate Land Ltd – Support all options in principle.
- Prioritise neighbourhood level schemes connected through walkable and cycle-able green corridors leading to Milton Country Park. Large scale green spaces are not a priority.
- More people friendly environment – trees, flowers, water features, shade shelter, use of renewables.
- Creating a sense of community supported with open space is important for social cohesion and health.
- There are lessons to be learnt from Orchard Park, including preserving mature trees and existing habitats that are already on-site as well as enhancing these where possible.
- There is the opportunity to improve landscaping, including on the Cambridgeshire Guided Busway as well as opening up Cowley Road to provide more green space and leisure facilities, including near Cambridge Regional College which could be supported with other uses like retail.
- The green network should also be used to inform pedestrian movement.
- The area around Moss Bank should be included within the AAP to improve its quality as a green space.
- Milton Country Park is already at capacity and the park's proposed expansion plans should also be within the AAP area to provide a high-quality sports and recreation facility for the region.
- Reconsider opening a footpath from the Bramblefields through to the Guided Busway cycle path?

## Document Section

Chapter 7: Transport

Issue: Non car access

Question 25: As set out in this chapter there are a range of public transport, cycling and walking schemes planned which will improve access to the North East Cambridge area. What other measures should be explored to improve access to this area?

## Representations received:

Support: 15 Object: 2 Comment: 80

Total: 97

## Main issues in representations:

32545, 32576, 32577, 32760, 32932, 33054, 33106, 33168, 33177, 33184, 33194, 33201, 33211, 33219, 33298, 33313, 33313, 33353, 33410, 33432, 33275, 33483, 33509, 33535, 33693, 33719, 33778, 33784, 33811, 33850, 32589, 32610, 32625, 32642, 32781, 32806, 32885, 32979, 33627, 33501, 33698, NECIO053, NECIO054, NECIO055, NECIO056, NECIO057, NECIO058, NECIO059, NECIO060, NECIO061, NECIO062, NECIO063, NECIO064, NECIO065, NECIO066, NECIO067, NECIO068, NECIO069, NECIO070, NECIO071, NECIO072, NECIO073, NECIO074, NECIO075, NECIO076, NECIO077, NECIO078, NECIO079, NECIO080, NECIO081, NECIO082, NECIO083, NECIO084, NECIO085, NECIO086, NECIO087, NECIO088, NECIO089, NECIO090, NECIO091, NECIO092, NECIO093, NECIO094, NECIO095, NECIO096, NECIO097, NECIO098, NECIO099, NECIO100

## Support

- Hurst Park Estate Residents Association/Milton Road Residents Association – Need to avoid management by wishful thinking. Ensure plans are realistic. Needs to be explanation of how features are going to work.
- U&I Group PLC - Generally support the suggested options for improving public transport, cycling and walking accessibility around NEC. It will be important to ensure that consideration is always given to promoting access beyond the AAP boundary.
- Cycling needs to be planned for coherently and considered county-wide.
- Important to protect cycle routes from vehicles and make them safe, accessible and well-lit.
- More buses needed at peak times as cycling sometimes not an option.
- A walking/cycling bridge alongside the A14 bridge to connect Horningsea and Cambridge.
- Close Fen Road level crossing.
- If you want people to use public transport it needs to be accessible and better value for money.

## Object

- Need clarity and an overarching vision.
- Lack of supporting evidence that any of the transport proposals being considered in the AAP are attainable. Ambition is no substitute for evidence.
- Should be new access directly onto A14.

## Comment

- Shelford & District Bridleways Group, Barton & District Bridleways Group – Routes and crossings linking settlements proposed as shared use should

include equestrian. Detailed routes are suggested, linking to green infrastructure strategy.

- Brookgate Land Ltd - A frequent shuttlebus could be provided. Make better use of Milton P&R, including better cycling facilities.
- North Station should be developed as the main hub of train and bus services. Changes should be made to the station and the surrounding area to make it more user friendly and to accommodate extra services.
- Should be more bus routes to the station from different areas.
- Cycle paths need to be of a high quality. Existing Milton Road crossing isn't too bad.
- High quality walking and cycling access from the Milton end of Fen Road to both Chesterton and the NECAAP area, to safely bypass the level crossing.
- Requires a road link over the railway into the new development so existing crossing can be closed.
- Why has the Ely to Cambridge Study identified A10 expansion rather than increased rail frequency as the solution? Cars using new dual carriageway will require parking spaces, so findings a contradictory.
- How will the plans in the AAP fit with the CAM Metro?
- Will cycle paths like those on Milton Rd be able to cope?
- What about all the delivery vehicles?
- Consider those who cannot walk or cycle e.g. small electric vehicles.
- Roads are currently full, so concerned about extra traffic.
- How is school access being addressed? With no school, will children need to be bussed across the city?
- Priority order of - walking, cycling, bus, train. Cars should not be prioritised.
- The existing Guided Busway route provides a high-quality cycling route between CRC and Cambridge North Station, and any new routes going through the site should be of a similar standard. The road junctions close to CRC and the Science Park are dangerous and need to be carefully re-designed.
- Support for a new bridge over Milton Road to enable better cross site movements for pedestrians and cyclists.
- A new connection from NEC to the Shirley School and health centre on Nuffield Road is needed as well as a route through Bramblefields and Cambridge Business Park onto the Guided Busway. Better crossing points for cyclists are needed across the site and wider area.
- Milton Road requires significant improvements to enable better pedestrian and cycling movements across the site. This includes junction improvements and crossing facilities. Milton Road is also already at capacity at peak times and public transport needs to be encouraged to avoid new residents using cars.

- Better permeability throughout this area is desirable for residents and cycle segregation should be provided. This includes better connectivity over the River Cam.
- Improved surface quality and street lighting on the River Cam towpath would enable people to use this route throughout the day and year. Foot and cycle access could be created between the river tow path and Milton through the Country Park to avoid Milton Road.
- Use Mere Way as a busway/cycleway to connect Cambridge Science Park to the Park and Ride.
- Public transport should be subsidised to encourage people to use it and could be funded by demand management. Bus services to the Science Park and CRC should be improved as they are at capacity, whilst CRC buses should be allowed to use the Guided Busway to avoid congestion. Buses should run between Orchard Park and Cambridge North Station and local buses should also connect the site to the local area. Bus interchange facilities are required.
- Consider adding an alternative access point to the Science Park to relieve congestion on the existing accesses and improve signal sequencing to reduce waiting times. An additional lane into the Science Park is required.
- Whilst minimal car use should be encouraged, the needs of elderly people and local businesses needs to be considered.
- Open up other connection points from Fen Road over the railway line for industrial traffic.

## Document Section

### Chapter 7: Transport

Issue: Car usage on North East Cambridge

Question 26: Do you agree that the AAP should be seeking a very low share of journeys to be made by car compared to other more sustainable means like walking, cycling and public transport to and from, and within the area?

### Representations received:

Support: 9 Object: 2 Comment: 29

Total: 40

### Main issues in representations:

32917, 33134, 33234, 33433, 33454, 33502, 33812, 32546, 32592, 32626, 32643, 32688, 32708, 32761, 32780, 32808, 32869, 32886, 32933, 33055, 33157, 33536, 33628, 33720, 32954, 33015

### Support

- Cambridgeshire County Council - There needs to be a step change in car mode share, public transport and non-car access within and outside the area to levels that are more akin to those seen in central London. Sufficient quality in public transport key to this aspiration.



- Natural England - A focus on sustainable, non-car travel including cycling, walking and public transport supported.
- Milton Road Residents Association/Hurst Park Estate Residents' Association - Difficult to see how there can be other than a minimal bus service unless local government has some control over the service. Lighting important to make walking routes safe.
- Brookgate Land Limited - The NEC area as a whole can support a low car parking strategy due to the abundance of other non-car mode options available.
- U+I Group PLC - A greater share of non-car modes of travel supported yet note that the concept will need to be accepted by all landowners/occupiers in the AAP boundary in order for it to be implemented successfully.
- It is already a congested area and it is important we improve traffic issues rather than worsen them.
- More public transport (buses) are needed to enable this.
- Should be done by NOT adding more jobs to Cambridge but redressing the existing imbalance between jobs and residential accommodation.

#### Object

- Orchard Street Investment - Milton Road is already very congested at peak hours. Increasing employment and residential development will negatively impact the wider transport network. Low car journey measures should be made clear and subject to public consultation.
- Provision should be made for car journeys within the area to improve car access to the area east of the railway.

#### Comment

- CPRE – Support but, the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the riverbank and the Fen Rivers Way.
- Support, but what is the evidence it is attainable?
- There should be car pool dedicated parking and sponsorship to discourage ownership.
- More consideration needs to be given to the reality of car use.

#### Document Section

Chapter 7: Transport

Issue: Car usage on North East Cambridge

Question 27: Do you have any comments on the highway 'trip budget' approach, and how we can reduce the need for people to travel to and within the area by car?

#### Representations received:

Support: 17 Object: 2 Comment: 7

Total: 26

#### Main issues in representations:

32917, 33134, 33234, 33433, 33454, 33502, 33812, 32546, 32592, 32626, 32643, 32688, 32708, 32761, 32780, 32808, 32869, 32886, 32933, 33055, 33157, 33536, 33628, 33720, 32954, 33015

#### Support

- Cambridgeshire County Council/U+I Group PLC – Prefer practical highway 'trip budget' approach rather than the traditional approach to achieve aspirations set out in AAP. However, this approach must be tested to ensure that it is both suitable and realistic, and if implemented, shared and monitored appropriately and managed fairly if/when the trip budget is exceeded.
- Highway trip budget approach supported but best understood as making the best out of an unsustainable development.
- A range of non-car transport modes needed to enable choice and support innovation. For example, increasing capacity on the railway to reduce car dependence and more trains.
- Learn from elsewhere, e.g. free shuttle buses for employees.

#### Object

- The traffic from this development is alarming, and each house will own 1 or more cars, with additional visitors.

#### Comment

- Brookgate Land Ltd - A highway 'trip budget' approach is considered to be reasonable as long as it is applied to the NEC as a whole, both the existing science parks and the currently undeveloped (or underdeveloped) areas.
- St. John's College, Cambridge – TBA should be applied to existing developments in a sustainable way to encourage a shift to non-car modes. This only achievable with significant investment. A robust and well-funded area-wide Travel Plan should be conducted.
- In principle this is a good idea; however, in practice limiting the number of car parking places will not behave linearly in accordance with people's behaviour.
- Can only be effective where a proper system of public transport is in place.
- Do not add to jobs, but address imbalance with homes.

#### Document Section

Chapter 7: Transport

Issue: Car parking

Question 28: Do you agree that car parking associated with new developments should be low, and we should take the opportunity to reduce car parking in existing developments (alongside the other measures to improve access by means other than car)?

### Representations received:

Support: 11 Object: 3 Comment: 8

Total: 22

### Main issues in representations:

32919, 33176, 33287, 33435, 33562, 33814, 32547, 32605, 32689, 32782, 32937, 33025, 33057, 33538, 33630, 33722, 33770, 32710, 33016, 33373, NECIO101, NECIO098

### Support

- Cambridgeshire County Council - Parking policy is directly linked to number of trips generated and put onto the external highway network. Given constraints on the highway network surrounding and through the AAP area, this is fundamental to making the development acceptable in transport terms.
- Veolia/Ridgeons Timber and Builders Merchants and Turnstone Estates - Non-car modes of travel are supported, but also consider business needs for Veolia and car space requirements for deliveries/customers.
- Brookgate Land Ltd - More restrictive car parking standards supported across the whole area to reflect the highly sustainable location. Priority should be given to zero or low parking schemes, electric cars and car clubs as maintaining existing parking levels is not acceptable. Transport modelling work will assist in achieving this.
- There should be energetic promotion of cycling schemes, car clubs and other pay as you go opportunities to change the underlying culture of urban transport.
- Improving non-car access from villages outside Cambridge is vital.
- Parking should be underground, especially in residential developments.

### Object

- Orchard Street Investment - Reduction to existing car parking provision for existing developments, especially those associated with business uses is not supported as car spaces are essential for business operations, especially when public transport is not available.
- This can only be affective where a proper system of public transport is in place. The integration of the AAP with a tramway or CAM is an essential prerequisite.
- Adequate car parking MUST be provided for residents to keep their car next to their home. Failure to do this results in overspill parking to the nearest alternative area.

### Comment

- Site should be made permeable to public transport rather than cars, with more stops to make the area accessible.

- Site should make provision very short-term parking (drop-off) at Cambridge North Station. Ensure route to station is kept clear.
- Transport to be on time and more spaces.

## Document Section

Chapter 7: Transport

Issue: Cycle parking

Question 29: Do you agree that we should require high levels of cycle parking from new developments?

## Representations received:

Support: 18 Object: 1 Comment: 1

Total: 20

## Main issues in representations:

33815, 32548, 32690, 32711, 32763, 32783, 32871, 32887, 32921, 32938, 32956, 33026, 33058, 33082, 33374, 33436, 33537, 33631, 33723, 33250

## Support

- Cambridgeshire County Council/Brookgate Land Ltd – To be sustainable, a significant proportion of trips will need to be undertaken by bike, so connectivity will be critical as will be high levels of cycle parking to make trips as easy and seamless as possible.
- U+I Group PLC - This approach will be supported by the new cycling infrastructure that is planned for Cambridge. Workplaces can provide showers, changing facilities and lockers to encourage staff to cycle into work.
- Railfuture East Anglia – Yes.
- Highly depends on the design, quality and capacity of these cycle parking facilities and routes. Ease and convenience key.
- Set at aspirational levels (e.g. as seen in Netherlands or Denmark).
- 'Enable' not 'require' in wording – people respect choice.

## Object

- St. Johns College, Cambridge - New developments should provide cycle parking but 'high level' is not the correct wording. More relevant to require 'appropriate levels' of cycle parking as significant over provision is not appropriate in every circumstance.

## Comment

- Trinity College, Cambridge - Include percentages of cycle parking suitable for larger cycles such as box bikes, tricycles, and adapted cycles. Not multi-tier systems. Ensure they are appropriately secured.

## Document Section

Chapter 7: Transport

Issue: Cycle parking

Question 30: Should we look at innovative solutions to high volume cycle storage both within private development as well as in public areas?

## Representations received:

Support: 6 Object: 7 Comment: 2

Total: 15

## Main issues in representations:

32549, 32872, 32873, 32923, 33632, 33724, 33816, 32691, 32940, 33059, 33375, 33437, 33539, 32712, 32784

## Support

- Please bear in mind that the current cycle parking solution with two racks on top of each other is not friendly to women and older people. This will inevitably lead people to prefer using their car.

## Object

- Most high-volume cycle parking solutions are not suitable due to design and capabilities. The development should adopt the Cycle Parking Guide SPD from Cambridge City Council or any successor document.

## Comment

- Brookgate Land Ltd – High density requires equally ample cycle parking and should be the norm for commercial and residential developments in the NEC.
- U+I Group PLC – Innovative storage solutions should be explored as part of further capacity testing, master planning and detailed design enabling cycle parking to be integrated appropriately into the public realm. Provision should also be made for dockless bikes so that they are not left in inconsiderate locations.
- Trinity College, Cambridge - Support clustered parking for efficient land use and preventing cluttered sprawl.
- Make it easy for people to store bikes in their homes.

## Document Section

Chapter 7: Transport

Issue: Cycle parking

Question 31: What additional factors should we also be considering to encourage cycle use (e.g. requiring new office buildings to include secure cycle parking, shower facilities and lockers)?

## Representations received:

Support: 6 Object: 1 Comment: 12

Total: 19

#### Main issues in representations:

32785, 32877, 33060, 33083, 33100, 33328, 33438, 33633, 33725, 33817, 32713, 32888, 32926, 32943, 32958, 33540, 32692, NECIO102, NECIO103

#### Support

- Railfuture East Anglia – Support.
- Offices should provide secure cycle parking, shower facilities and lockers.
- Pool bikes for business use (meetings etc), bike shops and repair places within the area, cargo bikes for business deliveries.
- Facilities for cyclists e.g. drying rooms rather than just lockers.
- Make cycle network easy to use, and prominent, with good interaction with public transport.

#### Object

- Lockers attract crime and harbour smells and dirt.
- Not a good use of resources.

#### Comment

- Cambridgeshire County Council – Welcomes any planning mechanisms that encourage cycling.
- Brookgate Land Ltd/Trinity College, Cambridge - Convenient and secure cycle parking with showers and lockers welcomed. Charging points for electric bike should also be considered.
- U+I Group PLC - Support convenient, covered, secure cycle storage, showers and lockers at basement/ground floor level or within easy access of lifts capable of transferring bikes between levels. To minimise conflict, consider segregated access for cyclists from pedestrians and vehicles accessing buildings.
- Must be safe, comfortable and attractive with well-defined and connected routes facing residential and business uses. In short, cycling should be an obvious choice.
- This is successful on the biomedical campus and reinforces a cycling culture.
- Homes and offices should be able to store multiple bikes, including those outside the standard design (assistance tricycles / cargo trailers / Child seats etc). These should be easily accessible to all and useable in all weathers. Offices should also provide showers.
- Planners need to review what went wrong with the "secure by design" approach and learn from their mistakes.
- Cycle parking at Cambridge North Station is not secure and more is needed.

## Document Section

Chapter 7: Transport

Issue: Innovative approaches to movement

Question 32: How do we design and plan for a place that makes the best use of current technologies and is also future proofed to respond to changing technologies over time?

## Representations received:

Support: 1 Object: 0 Comment: 12

Total: 13

## Main issues in representations:

32550, 33027, 33061, 33300, 33439, 33541, 33578, 33634, 33698, 33726, 32787, 33818, 32950

## Support

- The area should have excellent access and technological integration so that users find it easy to switch between modes.
- Public transport stops should have the highest quality information about related routes. Buses should be single-ticket and cashless. Buses could also hold bikes.

## Object

- None.

## Comment

- Brookgate Land Ltd - The CGB corridor has the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, the Science Park and Cambridge Regional College.
- U+I Group PLC - Options that encompass energy strategies, form and fabric, building services and energy generation and supply welcomed.
- Shelford & District Bridleways Group – Sustainable transport includes horse riding.
- Cambridge Past, Present & Future – Need flexibility to ensure changes in trends to housing needs and size of commercial properties.
- Railfuture East Anglia – Route(s) should be protected for emerging light rail (or other similar technology) networks.
- Cambridgeshire County Council – No comment can be made until all transport evidence is compiled and analysed.
- Trinity College, Cambridge – Flexibility in policy will allow for changes in future. Overly prescriptive policy will stifle innovation.
- Transport is not about fancy technology but offering a safe and convenient space that people want to use. This human-centred approach will enable identification and procurement of best in class future-proof technologies.

- Make technologies 'pay as you go'. Capital equipment should be earning its keep rather than standing idle.
- Design in the possibility for repurposing of infrastructure (at least that infrastructure most subject to significant changes in societal attitudes - most likely transport related infrastructure).

## Document Section

Chapter 7: Transport

Issue: Linking the station to the Science Park

Question 33: What sort of innovative measures could be used to improve links between the Cambridge North Station and destinations like the Science Park?

## Representations received:

Support: 1 Object: 0 Comment: 17

Total: 18

## Main issues in representations:

32693, 32765, 32788, 33062, 33104, 33126, 33376, 33440, 33542, 33635, 33695, 33727, 33781, 33819, 32952, NECIO104, NECIO105, NECIO057

## Support

- Regular and cheap busway links, good cycle hire schemes (with hubs at the station and in the business areas). On-demand transport for those with low mobility.

## Object

- Autonomous vehicles and Uber-like services should be discouraged in order to create an area that more successfully prioritises active travel modes and doesn't create additional conflicts for those on bike or foot.

## Comment

- Brookgate Land Ltd. – Links between Cambridge North Station and CSP could be addressed via a frequent shuttle bus, pedestrian and cycle connectivity across Milton Road and better 'wayfinding' to encourage walking and cycling.
- U+I Group - Unlikely that an at grade crossing can be located to link the Science Park with the station due to capacity constraints on Milton Road. May be overcome with a well-designed overpass and micro mobility solutions to unify connectivity the area.
- Shelford & District Bridleways Group - Obvious linking opportunities are Guided Bus bridleways. Public money should be spent to benefit the widest range of users
- Railfuture East Anglia - Autonomous vehicles running at frequent intervals between North Station and CSP.



- Cambridgeshire County Council – Forthcoming transport evidence will inform our position on this matter.
- Free shuttle/minibus from North Station to CSP that can use busway.
- Long term: move businesses closer to North Station. Short term: safe streets with activity.
- Off-road space between destinations can be used to trial innovations.
- Not just busway; consider trams and CAMS, low cost scooters, autonomous vehicles.
- More very short stay spaces (15 minutes) at North Station.
- Avoid creating bottle necks between Milton Road the Station Area and in particular avoiding the poor design of the approach to Cambridge Central Station.
- Think this would be addressed by the cut-through beneath Milton Road or bridges over Milton Road.
- Bus link is needed crossing site and to wider area, including outside peak times.
- The Guided Busway and associated combined cycle/footpath are already the main thoroughfare for cyclists entering the CSP from Central/East Cambridge as well as from Cambridge North Rail station. However, the traffic management around the Milton Road junction is far from optimal with long waiting times for cyclists/pedestrians for the traffic lights to change. A diagonal fly-over for cyclists (including perhaps for pedestrians) connecting the two Busway Cycle/footpaths would improve access and encourage further commuter-based cycling to CSP.

## Document Section

Chapter 7: Employment

Issue: Types of employment space

Question 34: Are there specific types of employment spaces that we should seek to support in this area?

## Representations received:

Support: 5 Object: 1 Comment: 6

Total: 12

## Main issues in representations:

32578, 33017, 33546, 33636, 33728, 33820, 32593, 32627, 32644, 33282, 33251, NECIO106

## Support

- Hurst Park Residents Association/Milton Road Residents Association - Danger offer will be expensive small shops. Low rents/short leases controlled by council may alleviate.

- The Crown Estate - Supports a wide range of employment uses, including 'hybrid' buildings to foster potential closer integration between uses within sites and across the AAP area as a whole. Flexibility will allow likely changes in working practices, the live - work balance and align with vision for sustainability and innovation.
- Site should include high quality business space for small to medium business in the area.

### Object

- St John's College, Cambridge – The AAP is not the function to determine exact types of employment space as the local authority is limited in position to assess market demand and commercial trends in the same way that landowners' advisors are.

### Comment

- Trinity College, Cambridge – Employment space should be strictly science and technology based to promote a strong identity. Complimentary uses would weaken brand.
- Brookgate Land Ltd - A combination of commercial and residential uses, including offices and R & D uses supported. All being informed by both market conditions and successful place-making.
- U+I Group - The internationally recognised innovative-identity of the science/business parks must be fully harnessed to encourage complementary industries and optimise further employment opportunities. However, policy limitations should not be imposed that unduly restrict any particular use at this stage.
- Orchard Street Investment Management - The current Action Plan area has a good mix of employment spaces including industrial. There is a need to ensure that the promoted uses offer a wide range of employment spaces to ensure that there is long-term flexibility in the future.
- Need more consultation on how jobs will be reconciled with residents. Do not see how this fit can be engineered by the developers.
- The failure to deliver industrial uses on Orchard Park suggest a similar fate could happen to this development, even though there is a distinct need for industrial space within three miles of Cambridge.
- Development should be flexible and allow for people to work close to where they live.

### Document Section

Chapter 7: Employment

Issue: Types of employment space

Question 35: In particular, should the plan require delivery of:

A - a flexible range of unit types and sizes, including for start-ups and Small and Medium Sized Enterprises (SMEs);

B - Specialist uses like commercial laboratory space;

C - hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.

D - shared social spaces, for example central hubs, cafes.

E - Others (please specify).

#### Representations received:

Support: 4 Object: 0 Comment: 6

Total: 10

#### Main issues in representations:

32714, 32852, 33019, 33113, 33729, 33821, 32889, 32953, 33262, 33637

#### Support

- St. John's College, Cambridge - The Park in its wider role is seeking to ensure that a range of move on spaces for innovative firms is available.
- A - As a small business we have found that supply of small office space is relatively low.

#### Object

- A, B and C: NO. New primary employment should NOT be provided in this area. Instead pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential.

#### Comment

- Brookgate Land Ltd - The policy framework should be flexible to allow for such developments. Solutions can be then secured as part of individual applications rather than through a generic and inflexible policy approach.
- U+I Group - Generally support all of the suggested options at this stage, and would seek inclusion of corporate headquarters within category A. These options should equally be applied to proposals for meanwhile/worthwhile uses, in order to optimise economic development benefits and promote innovation at the earlier stages of the development process for NEC.
- Orchard Street Investment Management - Proposal is supported. However, a survey of the existing provision on land should be undertaken to ensure that any future development does not prejudice current businesses.
- Trinity College, Cambridge - Policy should not restrict the market. It should be flexible enough to allow for the science and tech cluster to grow.
- The site should be made an attractive option for significant research infrastructure projects in terms of conference space, lecture/presentation rooms, meeting space etc.
- Employment spaces can encompass provision of community buildings.
- D preferred as this is what is needed to make a residential area a success.

## Document Section

### Chapter 7: Employment

Issue: Approach industrial uses

Question 36: Which of the following approaches should the AAP take to existing industrial uses in the North East Cambridge area?

A - seek to relocate industrial uses away from the North East Cambridge area?

B - seek innovative approaches to supporting uses on site as part of a mixed-use City District?

## Representations received:

Support: 0 Object: 0 Comment: 11

Total: 11

## Main issues in representations:

32551, 32715, 32766, 32955, 33029, 33464, 33563, 33638, 33771, 33780, 33823

## Support

- None.

## Object

- None.

## Comment

- Trinity College, Cambridge – A need to retain a world class science and technology sector dictates that employment space should be strictly in this sector or ancillary to support it.
- Veolia and Turnstone Estates/Ridgeons Timber & Builders Merchants & Turnstone Estates - Existing industrial uses within the area are important to the Cambridge economy. If the uses are to remain in situ, consideration needs to be given to the compatibility with adjoining future uses such as residential.
- U+I Group PLC - This is dependent on Housing Infrastructure Funding to relocate the WTC and implications of potentially relocating existing businesses on mixed use capabilities. Capacity testing and Master planning will need to identify what uses (and how much) will be appropriate.
- Environment Agency - There is no apparent substantive appraisal of the issues, options and impacts of relocating Milton WRC itself. Our advice is very clearly that the impact of relocation is potentially highly significant, and also features cumulative effects with other projects, such as Waterbeach New Town. A SEA/SA should address this.
- Orchard Street Investment Management - This area, including the Science Park can accommodate a variety of complementary business uses and

skillsets. To lose these would alter the character of the area significantly and alienate a large proportion of the local workforce.

- A is vastly better. Industrial uses should be relocated to places where there is already an excess of residential over employment provision, in order to reduce need to travel and HGV traffic. Some uses (the bus depot) may need to remain to enable smooth running of city.
- Integrate industries, keeping the employment near the residential areas to make walking and cycling to work much more possible. Moving work out of the city encourages people to drive to them!

## Document Section

Chapter 7: Employment

Issue: Approach industrial uses

Question 37: Are there particular uses that should be retained in the area or moved elsewhere?

## Representations received:

Support: 0 Object: 6 Comment: 10

Total: 16

## Main issues in representations:

32552, 32957, 33377, 33564, 33639, 33772, 33822, 33186, 33203, 33221, 33315, 33412, 33485, NECIO107, NECIO108, NECIO109

## Support

- None.

## Object

- Specifically, do not wish to have existing business sites pushed out of the area, as their location allows them to thrive.

## Comment

- Trinity College, Cambridge – To strengthen and retain the strong innovative identity, uses should remain with the science and technology sector with ancillary uses only as a support function.
- U+I Group - See response to question 36. The AAP should set out the strategy for determining the needs of individual businesses (and whether there is an operational imperative to be closely related to Cambridge, and how the relocation of existing industrial uses can be appropriately implemented).
- Veolia and Turnstone Estates/Ridgeons Timber & Builders Merchants & Turnstone Estates – Our business location is integral to its operation. If the industrial uses are to remain in situ, careful consideration does need to be given to the compatibility with adjoining uses such as residential.
- Railway sidings should be retained for future needs.

- Any sites with heavy industrial traffic should be moved elsewhere.
- Smaller businesses with less need for use of motor traffic should stay or be moved next to the A14, facilitated by a new road connecting Milton Road to the A14 junction.
- The bus depot may need to stay but should be redesigned (and the buses should be low-carbon, cleaner models).
- If industrial uses remain on the site create a new access directly to Milton Road and remove access for HGV traffic away from Green End Road/ Nuffield Road. This will improve pedestrian safety and reduce HGV journey times.

## Document Section

Chapter 9: Housing

Issue: Housing mix

Question 38: Should the AAP require a mix of dwelling sizes and in particular, some family sized housing?

## Representations received:

Support: 8 Object: 1 Comment: 11

Total: 20

## Main issues in representations:

32594, 32628, 32645, 32694, 32767, 32927, 33119, 33579, 33640, 33824, 32553, 32575, 32854, 32959, 33108, 33378, 33730, 32716, NECIO110, NECIO111

## Support

- Trinity College, Cambridge – **Support** this approach.
- Brookgate Land Ltd – A mix of dwelling sizes including purpose built private rented sector housing supported to enable amount and variety of land to come forward as per government objectives to meet diverse needs.
- Crime Prevention Design Team Cambridgeshire – Ask to be part of project advising on designing out crime in regard to all types of housing, especially affordable and key worker accommodation.
- A mix of sizes and family units is essential to achieve a balanced stable community. Affordable family housing is in short supply in the area, as are local employment opportunities. A mix will rebalance.

## Object

- Provision of a mix of dwelling sizes is appropriate but limited to a maximum of one family overlying each area of ground, i.e. NOT multi storey blocks of flats.

## Comment

- U+I Group PLC – Due to density and resident base, traditional approaches to housing in Cambridge are unlikely to be appropriate. A much wider market

but smaller housing is needed. Demand, market trend and viability will direct final policy.

- Cambridge Past, Present & Future - Flexibility needed in policy to ensure changes in trends to housing and size of commercial properties can be accommodated.
- Milton Road Residents' Association and Hurst Park Estate Residents' Association – Scale is underplayed in the proposals and the resulting mix will produce a range of issues that need to be addressed prior to development.
- Housing provision should be matched to existing and future employees as live-and-work area aspirations have significant weight. Small, cheap, properties may be attractive to, and provide an affordable option for some workers in the area.
- Cambridge has plenty of flats. Family sized housing is essential!
- Intensification will prevent sprawl.
- The AAP should provide a mix of housing types and tenures over the site, and the provision of outdoor space.

## Document Section

Chapter 9: Housing

Issue: Housing mix

Question 39: Should the AAP seek provision for housing for essential local workers and/or specific housing provided by employers (i.e. tethered accommodation outside of any affordable housing contribution)?

## Representations received:

Support: 9 Object: 0 Comment: 3

Total: 12

## Main issues in representations:

33165, 33580, 33825, 32554, 32574, 32717, 32928, 32961, 33109, 33379, 33641, 33252

## Support

- Trinity College, Cambridge – Living and working in one place is supported but unclear at this stage if this should be tethered.
- U+I Group PLC – Due to density and resident base, traditional approaches to housing in Cambridge are unlikely to be appropriate. A much wider market but smaller housing is needed. Demand, market trend and viability will direct final policy.
- Crime Prevention Design Team Cambridgeshire – Ask to be part of project advising on designing out crime in regard to all types of housing, especially affordable and key worker accommodation.

- Absolutely vital and should be adhered to and enforced. Will encourage low levels of car ownership / use and commuting. No side deals for substitution with student accommodation etc.

#### Object

- St. John's College, Cambridge - It would be extremely difficult to deliver this. A housing developer would resist restrictions on occupancy as it would affect viability and ability to sell on the open market.

#### Comment

- Cambridge Past, Present & Future - New developments should be required to ensure a percentage of residential units is made available to keyworkers. These include primary (office staff) and ancillary (cleaners, etc.). This also prevents long commutes and affordability issues.

#### Document Section

Chapter 9: Housing

Issue: Affordable housing

Question 40: Should the AAP require 40% of housing to be affordable, including a mix of affordable housing tenures, subject to viability?

#### Representations received:

Support: 11 Object: 2 Comment: 9

Total: 22

#### Main issues in representations:

33135, 33351, 33513, 33547, 33642, 33731, 33785, 33826, 33851, 32555, 32595, 32629, 32646, 32718, 32855, 32930, 32960, 32962, 33111, 33380, 32891, 33581

#### Support

- Trinity College Cambridge- Matter for landowner and Council, but broadly supported as will ultimately reduce congestion.
- Milton Road Residents' Association / Hurst Park Estate Residents' Association – Need genuinely affordable housing, not based on the official definition.
- Absolutely vital and should be adhered to and enforced. No side deals for substitution with student housing/developers etc. Delete 'subject to viability' as can be argued.
- Affordable housing is key to the socio-economically inclusive vision.

#### Object

- Cambridge, Past, Present & Future – An increase from 40% to 50% of affordable units more appropriate, including a wider mix of tenancy options



and sizes of units. This must be confirmed before construction as uncertainty of budgets and costings allow 'viability' to be argued.

- Support the overall principle but danger of creating a deprived 'affordability zone'. Affordability should be spread out evenly.

#### Comment

- Brookgate Land Ltd – Subject to viability testing, the 40% requirement should be applied to the NEC AAP as a whole. Consideration should however be given to certain developments where a different approach may be required, such as discounted market rents, off-site contributions toward affordable housing provision etc. The details of this must be set out in the Section 106.
- U+I Group – Affordable mixed-tenure homes will address the chronic shortfall of affordable housing in South Cambridgeshire and Cambridge City and create balanced communities. However, policy must be flexible to meet viability challenges.
- There is far too much detail presented here and no overarching vision that takes us through to 2050. Please put one simple document forward for consultation that expresses How North East Cambridge sets new standards for social/affordable housing schemes.
- Truly affordable housing, with adequate infrastructure for health, schools, shops.
- Only support proposal if there is a higher proportion of social/council rent level and affordable (this definition needs re-defining at a national level) housing to ease the local housing waiting list.

#### Document Section

Chapter 9: Housing

Issue: Affordable housing

Question 41: Should an element of the affordable housing provision be targeted at essential local workers?

#### Representations received:

Support: 8 Object: 0 Comment: 4

Total: 12

#### Main issues in representations:

33136, 33301, 33582, 33827, 32556, 32719, 32856, 32963, 33112, 33381, 33643, NECIO112

#### Support

- Trinity College, Cambridge – Success of NEC aspiration will be greater if people do live and work in the locality. Whether this needs to be allocated key worker housing is not yet clear.

- U+I Group - Generally support this suggestion, but require a more detailed understanding of housing and employment need/demand in the area before commenting on keyworker policy.
- Absolutely vital and should be adhered to and enforced. No side deals for substitution with student let/developer 'viability' etc.
- An important part of making the area socially equitable.
- The site should provide a variety of tenures to increase affordability particularly for key workers.

#### Object

- None.

#### Comment

- Cambridge, Past, Present & Future - Affordable keyworker homes will address the chronic shortfall of affordable housing in South Cambridgeshire and Cambridge City and create balanced communities. However, policy must be flexible to meet viability challenges.
- Who will live there? Will the places be affordable to shop staff and cleaners, or will they only be affordable to software engineers at the Science Park?
- Support this proposal in principle, but only if there is a higher proportion of keyworker provision. We do not need another London 'commuter community' where people contribute nothing to the local economy and block accommodation from those in need locally.

#### Document Section

Chapter 9: Housing

Issue: Custom build housing

Question 42: Should the AAP require a proportion of development to provide custom build opportunities?

#### Representations received:

Support: 2 Object: 1 Comment: 3

Total: 6

#### Main issues in representations:

32557, 33583, 33644, 32857, 32964, 32695

#### Support

- Yes, this would support the innovative aims of the area, but there should be effective monitoring of the designs (e.g. new houses should be low, ideally zero carbon).
- Yes. Individuals are much better able to provide variety and interest than are large scale developers.

### Object

- No - this will result in a hodgepodge and a lack of design cohesion. It's too small a space for this. Need design integrity not more chaos.

### Comment

- U+I Group PLC - Generally support this suggestion, but greater understanding of demand, need and viability is required. Marmalade Lane should be used as a template.
- Cambridge, Past, Present & Future - This could provide an exciting dynamic within a new community.

### Document Section

Chapter 9: Housing

Issue: Houses in multiple occupation (HMO)

Question 43: Should the AAP allow a proportion of purpose built HMOs and include policy controls on the clustering of HMOs?

### Representations received:

Support: 2 Object: 3 Comment: 0

Total: 5

### Main issues in representations:

32858, 33645, 32768, 32932, 33382

### Support

- U+I Group – These shared/co-living housing opportunities can help improve variety and access to more affordable, good quality accommodation and typically incorporates shared services and facilities so can benefit both younger and older aged groups. However, again a greater understanding of demand, need and viability is required.
- This is essential to a diverse community.

### Object

- Think well designed studio flats would be better. HMOs are horrible for everyone; those who live in them as well as the rest of the area. More detail needed.
- Building large enough to be HMOs would be much better as family houses, of which there is an extreme shortage in this area.

### Comment

- None.

## Document Section

### Chapter 9: Housing

Issue: Houses in multiple occupation (HMO)

Question 44: Should the AAP include PRS as a potential housing option as part of a wider housing mix across the North East Cambridge?

## Representations received:

Support: 2 Object: 3 Comment: 3

Total: 8

## Main issues in representations:

32859, 33383, 33828, 33646, 33732, 32558, 32696, 32720

## Support

- Trinity College, Cambridge - PRS has the ability to provide secure, high quality long-term rental properties giving choice to people living within walking distance of Cambridge Science Park.
- Brookgate Land Ltd - PRS provides a means of widening housing choice for tenants, particularly those who may be renting long term, and also to deliver much needed housing within a faster timescale.
- U+I Group – This suggestion typically lends itself to earlier delivery, can be part of an affordable housing mix and may suit the needs of the adjoining employment base. Similar to HMO's, PRS development needs to be well-managed to integrate successfully. A greater understanding of demand, need and viability is required.

## Object

- It is not a good idea for an estate to be owned by one rich company/individual and rented out to people.
- PRS should be discouraged otherwise this will just drive up house prices and make it unaffordable. Of course, developers would like PRS to increase profits.

## Comment

- Recommend involving a local housing association.
- It would be disappointing to find the benefits of the area accruing to buy to let investors outside the area.

## Document Section

### Chapter 9: Housing

Issue: Houses in multiple occupation (HMO)

Question 45: If PRS is to be supported, what specific policy requirements should we consider putting in place to manage its provision and to ensure it contributes towards creating a mixed and sustainable community?

### Representations received:

Support: 0 Object: 0 Comment: 3

Total: 3

### Main issues in representations:

33384, 33647, 33733

#### Support

- None.

#### Object

- None.

#### Comment

- Brookgate Land Ltd – Keen to work with the Council to develop a PRS scheme at NEC AAP.
- U+I Group - Suggest that this needs to be considered in greater detail, including need and demand, management of facilities, services, and amenities. All should be well defined and required.
- Recommend involving a local housing association.

### Document Section

Chapter 9: Housing

Issue: Houses in multiple occupation (HMO)

Question 46: Should PRS provide an affordable housing contribution?

### Representations received:

Support: 0 Object: 0 Comment: 3

Total: 3

### Main issues in representations:

33385, 33648, 33734

#### Support

- None.

#### Object

- None.

#### Comment

- Brookgate Land Ltd - Consideration should be given to where a different approach to PRS may be required, such as discounted market rents or off-site contributions toward affordable housing provision.

- U+I Group PLC - Subject to viability, policy requirements will need to reflect the distinct economics of this tenure, such as acknowledging that a form of Discounted Market Rent is applicable. This can be managed by a non-Registered Provider and enables tenure blind blocks to be delivered by PRS operators.
- Recommend involving a local housing association.

### Document Section

Chapter 9: Housing

Question 47: What 'clawback' mechanisms should be included to secure the value of the affordable housing to meet local needs if the homes are converted to another tenure?

### Representations received:

Support: 0 Object: 0 Comment: 2

Total: 2

### Main issues in representations:

33649, 33745

### Support

- None.

### Object

- None.

### Comment

- Brookgate Land Ltd - Mechanisms should be used on multi-phased developments only where market conditions may change over the life of the project. Shorter build out programmes should not automatically be subject to claw back arrangements as they affect funding streams.
- U+I Group - Typically a profit-sharing mechanism up to an agreed cap (cap to be reflective of the affordable housing contribution possible for open market sale units).

### Document Section

Chapter 9: Housing

Question 48: What would be a suitable period to require the retention of private rented homes in that tenure and what compensation mechanisms are needed if such homes are sold into a different tenure before the end of the period?

### Representations received:

Support: 0 Object: 0 Comment: 2

Total: 2

Main issues in representations:  
33650, 33736

Support

- None.

Object

- None.

Comment

- Brookgate Land Ltd - A suitable period would be a maximum of 10 years. No compensation.
- U+I Group - We would suggest a period of 15 years with clawback. This period is proposed in the London Plan and is generally accepted by institutional investors.

## Document Section

Chapter 9: Housing

Question 49: What type of management strategy is necessary to ensure high standards of ongoing management of PRS premises is achieved?

## Representations received:

Support: 0 Object: 1 Comment: 2

Total: 3

Main issues in representations:  
33651, 33737, 32721

Support

- None.

Object

- Cannot imagine any successful strategy that will keep vast property ownership under control.

Comment

- Brookgate Land Ltd – As the landlord is a professional investor and management will be through a professional management company, tenants can enjoy long term stability and the benefits of a high quality and professionally managed property since the homes are purpose-built for renting.

- U+I Group PLC - Consider this should be agreed with each operator and should be brief and relevant to planning matters. This could ensure all prospective tenants are offered the option of a three-year tenancy.

## Document Section

### Chapter 9: Housing

Issue: Other forms of specialist housing, including for older people, students and travellers.

Question 50: Should the area provide for other forms of specialist housing, either on-site or through seeking contributions for off-site provision?

### Representations received:

Support: 9 Object: 1 Comment: 4

Total: 14

### Main issues in representations:

32722, 33235, 33337, 33829, 33114, 33187, 33204, 33222, 33316, 33413, 33486  
33652, 32769, NECIO113

### Support

- Trinity College, Cambridge - A deeper review is needed for what housing is required to support the local community and the current and future employees of CSP.
- U+I Group PLC – A greater understanding of demand, need and viability is required, such as a comprehensive analysis of the demographic portrait of Cambridge and its surrounding environs over the next 25 years.
- Provision should be made for travellers within the site. Travellers settled within housing require good access to their existing community. This necessitates a road link.
- Site should provide affordable student housing.

### Object

- There is more need for family housing than 1-2 bed flats.

### Comment

- Whether or not east of the Railway line is formally included in the NEC AAP, it needs mains sewage.
- Traveller accommodation would destroy any attractiveness the area might have; it is already uncomfortably close to the Fen Road area.
- Please look at the Dutch and Norwegian models for residential development, which prioritise walking and cycling over motor vehicles.
- Specialist housing for older people. Student accommodation is not appropriate for this area.



## Document Section

Chapter 9: Housing

Issue: Quality and accessibility of housing

Question 51: Should the AAP apply the national internal residential space standards?

## Representations received:

Support: 5 Object: 1 Comment: 2

Total: 8

## Main issues in representations:

33653, 33738, 32723, 32772, 32863, 32892, 33386, 33584

## Support

- As a minimum. Houses are getting far too small.
- The highest/best local and national standards should be applied with no compromises on the largest possible internal space, best direct access to private amenity space and highest standards of accessibility.

## Object

- Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.

## Comment

- U+I Group PLC - There may be some formats where exceptions may be appropriate and smaller shared spaces are preferable (co-living formats including student and young professional accommodation, housing for 'downsizers' etc.). Expect clear requirements around the nature and quality of these spaces and encourage pilot testing.
- Brookgate Land Limited – Although space standards are optional, we are committed to a PRS scheme that would be designed, constructed and managed to a high-quality standard.

## Document Section

Chapter 9: Housing

Issue: Quality and accessibility of housing

Question 52: Should the AAP develop space standards for new purpose built HMOs?

## Representations received:

Support: 3 Object: 0 Comment: 1

Total: 4

### Main issues in representations:

33654, 32770, 32724, 32894

#### Support

- Yes. If you don't, "business" needs will provide what is cheapest to build.

#### Object

- None.

#### Comment

- U+I Group PLC - All new housing should meet the Technical Housing Standards and offer adequate shared spaces to provide all homes (not just HMOs) that are fully future-proofed. Specifically developed space standards for new purpose-built HMOs may prove unnecessary or irrelevant if HMOs within the AAP are not delivered through a purpose-built type.

### Document Section

Chapter 9: Housing

Issue: Quality and accessibility of housing

Question 53: Should the AAP apply External Space Standards, and expect all dwellings to have direct access to an area of private amenity space?

### Representations received:

Support: 6 Object: 1 Comment: 2

Total: 9

### Main issues in representations:

32862, 33387, 33739, 32725, 32771, 32893, 33655, 33585

#### Support

- U+I Group PLC - We support this principle, but question whether it is realistic given the breadth and range of development envisaged. Instead, we propose a flexible approach where convenient access is given to public amenity spaces such as roof gardens and balconies as well as elements such as private gardens.
- This is absolutely essential for an area to remain attractive in the long term and for the well-being of all.
- Housing should be of a good design and build standard.

#### Object

- Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.

## Comment

- Brookgate Land Limited – A high standard is expected throughout. External space standards could apply where the viability of development is not compromised.
- The highest/best local and national standards should be applied, so that no compromises are made away from the largest possible internal space, best direct access to private amenity space, and highest standards of accessibility.

## Document Section

Chapter 9: Housing

Issue: Quality and accessibility of housing

Question 54: Should the AAP apply the Cambridge Local Plan accessibility standards?

## Representations received:

Support: 3 Object: 1 Comment: 1

Total: 5

## Main issues in representations:

33740, 32895, 33388, 33656, 33586

## Support

- U+I Group PLC - Generally support this suggestion in principle. It is important that the Cambridge Local Plan accessibility standards offers flexibility on how these standards are achieved and allow for progressive future proofing. The current Local Plan space standards (M4(2) & M4(3)) may have an adverse impact on our scheme.

## Object

- Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.

## Comment

- Brookgate Land Limited - All dwellings should be designed, constructed and managed to a high-quality standard. External space standards could apply where the viability of development is not compromised.
- The highest/best local and national standards should be applied, so that no compromises are made away from the largest possible internal space, best direct access to private amenity space, and highest standards of accessibility.

## Document Section

Chapter 10: Retail, Leisure & Community

Issue: Retail and leisure

Question 55: Do you agree with the range of considerations that the AAP will need to have regard to in planning for new retail and town centre provision in the North East Cambridge area? Are there other important factors we should be considering?

### Representations received:

Support: 7 Object: 0 Comment: 15

Total: 22

### Main issues in representations:

33048, 33389, 33504, 33657, 33830, 32697, 32726, 32773, 33115, 33127, 33543, 33741, NECIO115, NECIO116, NECIO117, NECIO118, NECIO119, NECIO120, NECIO121, NECIO122, NECIO123, NECIO125

### Support

- Railfuture East Anglia- Agree. Such developments should be located around the transport hubs.
- Brookgate Land Limited - This essential aspiration will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as Phase 1b, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process.
- Range seems good - let's focus on local businesses. Emphasis on green credentials such as zero carbon.

### Object

- None.

### Comment

- U+I Group PLC – This new 'Quarter' will require district and local centres to help support and sustain it. Non-residential uses will help create vitality and vibrancy to NEC.
- Trinity College, Cambridge - It is fundamental that there is a range of supporting facilities to create a place; a neighbourhood where people can enjoy living and working.
- NEC should not be "another indistinguishable generic local centre or shopping parade". It could be a good alternative to the City Centre for some independent retail provision with little/no national chains. This would inevitably generate people movements in offers such as leisure and entertainment as internalised trips would be higher.
- Cambridge North Station and immediate vicinity should provide a wide range of retail outlets and community (hub) facilities.
- At and in the vicinity of Cambridge Regional College increase the provision of retail and food (restaurants) outlets.
- Keen to see a wide range of shops, retail and food outlets (food carts, market area and cafe / restaurants) Waitrose/M&S, Boots, WH Smith, Sainsbury's near the train station. Some units should be available for independent local businesses. Bike repairs/hire shop. This is an opportunity to attract retailers that can't find space in central Cambridge to be based here Urban outfitters, Muji, Whole foods and Leon should be approached and encouraged to move in. Offer a discount or attractive package to entice quality and high-end

retailers. Make this area a destination for shoppers. Ikea click and collect, Amazon lockers and most importantly include a mural/public art and seating (see Granary Square London for ideas)

## Document Section

Chapter 10: Retail, Leisure & Community

Issue: Retail and leisure

Question 56: Should the Councils be proposing a more multi-dimensional interpretation of the role of a town centre or high street for the North East Cambridge area, where retail is a key but not solely dominant element?

## Representations received:

Support: 3 Object: 0 Comment: 10

Total: 13

## Main issues in representations:

32777, 33505, 33831, 32965, 33544, 33658, NECIO124, NECIO125, NECIO126, NECIO127, NECIO120, NECIO122, NECIO123

## Support

- Railfuture East Anglia – Support this element.
- U+I Group PLC – Support seeking innovative, creative and flexible solutions across the site when considering how a District or Local Centre is planned and delivered. Longer term trends (national, regional and local) relating to retail and leisure uses will need consideration.
- Retail should be a part but integrated well with other uses, particularly community centres and a library. The area should feel unique with independent shops and businesses not just a collection of coffee chains or express supermarkets.

## Object

- None.

## Comment

- Trinity College, Cambridge - There should be a flexible policy basis to allow for the best solution to be provided at that time and not unduly restrict innovation.
- Mix of retail and community facilities.
- Need child-friendly facilities, include indoors.
- Doubtful economic viability of commercial outlets that is reliant on 'internalised trip-making'.
- North East Cambridge should provide a wide range of local services and facilities including high street retail and food stores. They should be located close to existing residential areas where local residents can also benefit from these facilities. These could potentially be located along the Guided Busway which is a through corridor that existing buildings turn their back on.

- There should be a mix of high street chain stores and independent retailers, with a careful control on some uses such as takeaways. There is also the opportunity for click and collect facilities and public art.
- Development should be a more urban, mixed use development pattern rather than suburban style inward looking developments.
- More shops near to the college. The existing one is too small.
- Cambridge North Station shamefully inadequate at present. Needs proper facilities for passengers, especially more than a Costa coffee counter.
- Encouraging shops, cafes etc to this area would bring more of a community spirit to the area. There is nowhere to socialise in this area.

## Document Section

Chapter 10: Retail, Leisure & Community

Issue: Community facilities

Question 57: What community facilities are particularly needed in the North East Cambridge area?

## Representations received:

Support: 5 Object: 3 Comment: 46

Total: 55

## Main issues in representations:

32564, 32774, 32778, 32868, 32934, 33051, 33121, 33128, 33137, 33139, 33188, 33206, 33223, 33236, 33238, 33242, 33302, 33317, 33349, 33350, 33354, 33357, 33390, 33403, 33414, 33420, 33427, 33442, 33447, 33476, 33487, 33511, 33548, 33597, 33659, 33742, 33832, 32596, 32635, 32649, 32966, 32967, 33444, 33515, NECIO128, NECIO129, NECIO130, NECIO131, NECIO132, NECIO133, NECIO134, NECIO135, NECIO054, NECIO123, NECIO124

## Support

- Milton Road Residents' Association/Hurst Park Estate Residents' Association – We would like a community centre as impressive as the one at Eddington. We oppose hotels due to lack of architectural quality.
- Meeting spaces such as a good local library, some cafes and community meeting points (the area is very short of these and lots of pubs have also closed in recent years), a sports facility (indoor and outdoor) and a place for cultural events.
- The North East Cambridge area should include a church.
- There should also be places to eat (including all times of day and week).
- Provision for young people (a youth centre or community centre with a youth program, outdoor places to be which may overlap with sports facilities e.g. football field or basketball court).

## Object

- A more detailed education plan is needed, including provision of a secondary school. A site for this school should be identified at an early stage.
- This development needs nurseries, schools, health centres, shopping centres, Care Homes, a small hospital with A&E, ambulance stations, police station, library, pubs, clubs, restaurants, parking facilities, parks, community centres, and many other facilities to make it a thriving and self-sustaining development not just flats and houses that will all depend on Cambridge City Centre or Milton Village and surroundings.

## Comment

- Brookgate Land Ltd - A range of community uses should come forward to create a vibrant, mixed use neighbourhood.
- U+I Group PLC - In terms of fringe community as well as the community itself where there are higher levels of deprivation, facilities will need to take account of affordability issues for those on no/low incomes. Provision will need to be informed by the NEC Community Facilities Audit. Provision of facilities should offer flexibility and multi-functional spaces.
- ESFA (Department of Education)/Histon Road Residents' Association - The forthcoming development of the site and anticipated growth requires close consideration of essential and specialised educational provision. These should allow for flexibility and be underscored with robust evidence. Funding through Section 106, CIL and other developer contribution mechanisms.
- Existing schools have no capacity and associated traffic will cause gridlock.
- Barton & District Bridleways Group - Would like to add our support for equestrian inclusion in the NEC AAP. Adequate health infrastructure (surgeries, doctors etc).
- Pooling facilities such as launderettes. This supports low-carbon living and helps support those who may not have access.
- Cambridge needs more performing venues to meet the needs of the many community theatre groups in the city and surrounding areas. A main theatre, smaller studio spaces, rehearsals rooms, workshops and a café/bar would be appropriate.
- Need a faith community space as provision in the plan is poor and this would meet the social inclusion and diversity aims.
- Use the Trumpington/Eddington models for community facilities.
- Keen that provided 'fit for purpose' community facilities accessible to all. The reality is that in a number of previous new developments this has been poorly planned and failed to provide what it could.
- Overall design/layout needs to facilitate interaction if a sense of community is to be achieved. Provide some structured activities/space and leave space

opportunities for first arriving residents to create their own and contribute to the identity of the place. Get a community worker in early on to help with this.

- Doing so will save problems developing later. Development should be led by community's needs and interests, not the developers.
- Evening economy needs considering.
- Need for parent and child friendly facilities within walking distance. Indoors and outdoors to provide year-round options. Integrated with local shops. Attached to a child-friendly cafe. Playgrounds.
- Facilities such as a community centre, a well-being hub, a secondary school and sport facilities are required within NEC. Consideration should also be given to the proposals for a Marina on the River Cam close to the site.
- Public realm considerations include benches and litter bins.
- Existing residents require improved pedestrian/cycling routes linking with Shirley School, GP surgery and other services.
- Encouraging shops, cafes etc to this area would bring more of a community spirit to the area. There is nowhere to socialise in this area.
- For the many people, local services such as food shops, doctor's surgery, primary and secondary schools, chemist etc would be necessary.

## Document Section

Chapter 10: Retail, Leisure & Community

Issue: Open space

Question 58: It is recognised that maximising the development potential of the North East Cambridge area may require a different approach to meeting the sport and open space needs of the new community. How might this be achieved?

## Representations received:

Support: 2 Object: 1 Comment: 7

Total: 10

## Main issues in representations:

32746, 33159, 33423, 33660, 33743, 33779, 33783, 32969, 33346, 32727

## Support

- Sport England - Support the flexible approach being advocated with regard to meeting sport and open space requirements, though formal sports facilities will need to be provided for.
- One option would be better links to CRCs sports centre and the open space at Milton Country Park.
- Some areas could be mixed use e.g. basketball hoops which also doubles as a place for music or art.
- Space with fountains and benches, performing artists and an area where children play football.



## Object

- Traditional open space provision is absolutely essential. The density proposed will be unattractive and worsen over time.

## Comment

- The Wildlife Trust BCN - Provision of green roofs, green walls and urban habitats to attract and retain wildlife while also green a dense urban quarter.
- Natural England - A development of this scale should provide open space provision including biodiversity enhancement, landscape, drainage, flood management and health and wellbeing in accordance with SANGS guidelines.
- Histon Road Residents' Association - There are few green spaces. Could there be land bought to create parkland running down to the river?
- U+I Group PLC – Solutions should be comprehensive and provide provision in and beyond the AAP boundary, facilitating greater access opportunities by walking and cycling.
- Brookgate Land Limited - A collaborative effort to produce a broad network (both within and outside of area) of connected green and open spaces which are accessible to all residents and workers in the district should be facilitated.
- Green corridor/space should form a barrier to minimise the A14, so green corridors should link with the Jane Costen Bridge and the wider area.
- Far too much detail presented here and no overarching vision that takes us through to 2050. Where exactly is the open space to be located?

## Document Section

Chapter 10: Retail, Leisure & Community

Issue: Open space

Question 59: Should open space provision within the North East Cambridge area prioritise quality and functionality over quantity?

## Representations received:

Support: 6 Object: 1 Comment: 4

Total: 11

## Main issues in representations:

32745, 32936, 33391, 33661, 32559, 32799, 32970, 33117, 33347, 33744, 32728

## Support

- Sport England - We support a flexible approach to the issue of quality over quantity, as it is essential that any new facilities are provided with good quality facilities, and there may be scope to enhance existing facilities that will meet the needs of the new residents.
- Brookgate Land Limited - The open space provision should be as efficient as possible and provide access to all residents and workers, and the spaces should be programmed at a district-wide level. Provisions of open space should be evaluated across the district and not on a parcel-by-parcel basis.
- Yes, quality and functionality much more important than quantity.

- Safe, attractive urban open space is vital. If badly designed, everyday street life then it becomes full of litter and attract criminal activity, deterring people even further.
- Design of buildings could also contribute to feeling of open space.

#### Object

- No. Quantity of open green space is absolutely essential.

#### Comment

- The Wildlife Trust BCN - Needs to be matched by off-site provision. Alternatively, inclusion of the river corridor within the AAP would mean that quantity would not have to be compromised.
- U+I Group PLC - Support both large and small-scale space with ample connections. However, a lack of supporting studies and capacity testing means we cannot cite a preference at this stage.
- Open space should prioritize biodiversity and habitat over everything else.
- Adequate quantity is essential, see Riverside Park.

#### Document Section

Chapter 10: Retail, Leisure & Community

Issue: Open space

Question 60: Should open space provision within the North East Cambridge area seek to provide for the widest variety of everyday structured and unstructured recreational opportunities, including walking, jogging, picnics formal and informal play, causal sports, games, dog walking and youth recreation?

#### Representations received:

Support: 10 Object: 0 Comment: 3

Total: 13

#### Main issues in representations:

32572, 33001, 33158, 32775, 32968, 32971, 33348, 33662, 33745, NECIO136, NECIO137, NECIO138, NECIO139

#### Support

- Sport England – Sport England supports the emphasis given to informal recreation. Our report 'Active Design' will provide a framework for maximising opportunities and should be referenced when creating the AAP final policy.
- U+I Group PLC - It will be important to ensure that all spaces within the site are fully optimised, and creative/innovative solutions should be considered to allow for flexible/multi-functional uses.
- Brookgate Land Limited - The open space provision should provide a wide variety of recreational opportunities, but it should not over provide inside the district, nor should it replicate recreational provisions easily accessed outside the district for the sake of variety.
- Green parks, tennis courts, splashpad, playgrounds.

- All should be supported, and also enclosed play areas for younger children.
- Eddington is starting to be a good example of this.
- The area should have provision for games fields and formal play for children of various age groups and the creation of new recreational areas.

#### Object

- None.

#### Comment

- Nuffield Rd Allotment Society - Recognise our site is becoming increasingly commercially valuable, which is creating anxiety on site. Assurance that our site is safe from development would be helpful.
- Woodland Trust - Natural greenspace, including woodland, should be included where possible. Woodland provides a range of benefits for local communities, including being cheaper to manage than many other forms of urban greenspace.
- Natural England - We support this principle in accordance with SANGS to provide biodiversity net gain and meet people's informal recreation, physical and mental health needs.

#### Document Section

Chapter 10: Retail, Leisure & Community

Issue: Open space

Question 61: Where specific uses are required to provide of open space as part of the development, should the AAP allow for these to be met through multiple shared use (for example, school playing fields and playing pitches for the general public)?

#### Representations received:

Support: 3 Object: 0 Comment: 2

Total: 5

#### Main issues in representations:

32747, 32870, 32972, 33663, 33746

#### Support

- U+I Group PLC - It will be important to ensure that all spaces within the site are fully optimised and creative innovative solutions should be considered to allow for flexible/multi-functional uses.
- Brookgate Land Limited - Yes, as appropriate.
- Seems like a good idea to maximise potential: school pitch during the day, other uses at the weekend.

#### Object

- None.

## Comment

- The Wildlife Trust BCN – Biodiversity can be integrated into a variety of multi-uses. There will be a need for green infrastructure provision and biodiversity offsetting off site. Including the river corridor would bring it "on-site" and increase options for providing a larger range of amenity.

## Document Section

Chapter 11: Climate change and sustainability

Issue: Carbon reduction standards for residential development

Question 62: Within this overall approach, in particular, which option do you prefer in relation to carbon reduction standards for residential development?

A - a 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard); or

B - a requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard); or

C - a 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy (combining the current standards in the Local Plans); or

D - consider a higher standard and develop further evidence alongside the new joint Local Plan.

## Representations received:

Support: 6 Object: 2 Comment: 4

Total: 12

## Main issues in representations:

32560, 32939, 33140, 33587, 32604, 32650, 32898, 32974, 33664, 32597, 32636, NECIO140

## Support

- Milton Road Residents Association/Hurst Park Estate Residents' Association - A carbon reduction of 19% on current regulations is too lacking in ambition and too open to being gamed. Should be aiming at the Passivhaus standards of being almost completely insulated. After all these houses will, hopefully, still be standing in 2050 when the aspiration is for zero emissions.
- U+I Group PLC - At this stage support Option D. This is a complex area of policy setting due to the current grid decarbonisation and emerging guidance from different bodies such as the UKGBC task force, and the GLA London Plan. We therefore request development aims to be exemplar while also drawing on the most up to date emerging evidence.
- Prefer C and D.
- Option D is essential to meet the city and county's carbon targets (which should be accelerated to be met before 2050 anyway). Option A and B do not go far or fast enough.
- An air quality strategy for this area should consider innovative options to mitigate air pollution.

## Object

- None.

## Comment

- Cambridge Past, Present & Future - Prefer Option D.
- D - Planning should explicitly recognise the "Climate Emergency" and set the highest standards in sustainability and carbon emissions in developments and ensure all new housing developments are "Zero Carbon Homes". Anything that is not zero carbon will need to be retrofitted/rebuilt.
- Consider enforcing a rule to include heat exchange pumps to heat properties.
- Support at least Option C, and possibly D - all new builds should be "Net Zero Carbon" homes.

## Document Section

Chapter 11: Climate change and sustainability

Issue: Sustainable design and construction standards

Question 63: Do you support the approach to sustainable design and construction standards suggested for the AAP?

## Representations received:

Support: 9 Object: 1 Comment: 6

Total: 16

## Main issues in representations:

32729, 33253, 33456, 33465, 33747, 33833, 32598, 32637, 32651, 32900, 32975, 33160, 33267, 33665, 32561, NECIO141

## Support

- Hurst Park Estate Residents' Association/Milton Road Residents Association - Objectives need to have specific metrics which can be measured and enforced so that developers cannot exploit standards for profit (i.e. sheds as homes).
- Natural England and Anglian Water Services Ltd - Support proposals to contribute towards mitigating and adapting to climate change, including the application of sustainable design and construction standards.
- U+I Group PLC - While water recycling can be an important part of reducing water consumption, if used inappropriately it can be unsustainable. Therefore would expect to apply the highest levels of water recycling (as required by the maximum BREEAM credits for water efficiency), including an understanding of maintenance and carbon efficiency.
- Yes, high standards for sustainable design and construction are essential.
- Residential development should be built to the highest standards and supported with a local energy network. Minimum standards should be avoided.

## Object

- All good, but go beyond BREEAM excellent.
- Support many of these, but object to the idea that green roofs can be substituted for on the ground green space, and I object to the idea that most roofs should be flat. Pitched roofs, though more expensive, are far longer-lasting, much less leak-prone, and much more visually attractive.

## Comment

- St Johns College, Cambridge - Would support the minimum requirement for achievement of BREEAM 'excellent'. However, it is important that these matters are not mandatory within the AAP as there may well be particular design reasons for certain options not needing to be applied.
- Campaign to Protect Rural England Cambridgeshire and Peterborough - Climate change and water stress need to be fully considered to ensure that the proposed development is sustainable, viable and "future proof". Particular concerns from local bodies on the possible adverse effects of over extraction of the River Cam.
- Environment Agency - Consider there should be greater emphasis in this section on the importance of taking a site wide approach to integrated water management from the outset to reduce risk, rather than developers retrofitting water as an afterthought.
- Brookgate Land Limited - Yes, but the AAP needs to remain flexible in terms of any specific policy requirements in order to be able to respond to change.
- Trinity College, Cambridge - Propose policy framework allows for bespoke solutions to allow occupier or development needs to be taken into account.

## Document Section

Chapter 11: Climate change and sustainability

Issue: Reviewing sustainability standards in the future

Question 64: Do you support the proposal for the AAP to be clear that review mechanisms should to be built into any planning permissions in order to reflect changes in policy regarding sustainable design and construction standards in local and national policy? What other mechanisms could be used?

## Representations received:

Support: 4 Object: 1 Comment: 1

Total: 6

## Main issues in representations:

33834, 32562, 32976, 33268, 33666, 33748

## Support

- Anglian Water Services Ltd – Policies in the AAP should be drafted to be sufficiently flexible to allow for any future changes in national standards for sustainable design and construction standards.

- U+I Group PLC – Important to recognise that it may be necessary to reappraise the policy requirements so that the most up to date and relevant standards are applied where necessary, reasonable and practicable. Propose following guidance from charities and NGOs.
- Absolutely essential with a contract of accountability for any developer.
- Policy may change quickly in this area and this needs to be incorporated.

#### Object

- Trinity College, Cambridge/Brookgate Land Limited - Any advancing sustainable agenda should be clearly set against clear and transparent policy milestones.

#### Comment

- None.

#### Document Section

Chapter 11: Climate change and sustainability

Issue: Site wide approaches to sustainable design and construction

Question 65: Do you support the plan requiring delivery of site wide approaches to issues such as energy and water, as well as the use of BREEAM Communities International Technical Standard at the master planning stage?

#### Representations received:

Support: 5 Object: 0 Comment: 3

Total: 8

#### Main issues in representations:

32764, 33472, 33835, 33032, 33037, 33269, 33667, 33749

#### Support

- Cambridge Water - Support the inclusion in planning permissions of the BREEAM community's technical standards, and welcome engagement with the master planner to set design standards for the development.
- Anglian Water Services Ltd - A site wide approach to the application of construction standards is supported.
- U+I Group PLC - Infrastructure necessary for decentralised energy and water (including BREEAM) should be explored early on in consultation with relevant parties with a range of technologies and approaches to ensure the approach with the lowest carbon overall can be identified and supported.
- Brookgate Land Limited - Such matters can often be difficult to provide in practice for many technical or feasibility reasons; however, there should be an aspirational policy agenda around sustainability.

#### Object

- None.

## Comment

- Environment Agency - There is enormous scope for exemplar standards of water use and re-use along with SUDS where they do not present a risk to controlled waters as Anglian Water are landowners. Remedial works to contamination will need full investigation and should be a planning condition.
- Trinity College, Cambridge - Such matters can often be difficult to provide in practice for many technical or feasibility reasons. Policy therefore should be flexible to cater for individual developments and occupier requirements.
- Aim for as much renewable energy use as possible e.g. solar, wind, use of energy absorbing /converting pavements to collect energy from pedestrian footfall.

## Document Section

Chapter 11: Climate change and sustainability

Issue: Site wide approaches to sustainable design and construction

Question 66: Are there additional issues we should consider in developing the approach to deliver an exemplar development?

## Representations received:

Support: 0 Object: 0 Comment: 5

Total: 5

## Main issues in representations:

33038, 33270, 33473, 33668, 33848

## Support

- None.

## Object

- None.

## Comment

- Cambridge Water - Would welcome similar engagement to our involvement in Eddington for this development.
- Anglian Water Services Ltd - There is scope to maximise the potential for water recycling, stormwater and rainwater harvesting measures as part of the design of this development.
- Environment Agency - Integrated Water Management to tie together SUDS, GI and water use/re-use in an integrated way on site with innovative management techniques that break the usual barriers to these happening on the ground.
- U+I Group PLC - Consideration should be given to the embodied impacts of buildings and infrastructure installed opportunities to support the circular economy and embracing and supporting innovative smart-tech and infra-tech initiatives where feasible and viable to do so.



- U+I Group PLC - There are a range of options that encompass energy strategies, form and fabric, building services and energy generation and supply.

## Document Section

Chapter 11: Climate change and sustainability

Issue: Biodiversity

Question 67: What approach should the AAP take to ensure delivery of a net gain in biodiversity?

## Representations received:

Support: 1 Object: 0 Comment: 6

Total: 7

## Main issues in representations:

32748, 32941, 32998, 33392, 33448, 33588, 33670, 33161, 32563, NECIO142, NECIO143, NECIO050, NECIO051, NECIO052

## Support

- Natural England – SuDs will help enhance long term gains for specified species as well as providing a sense of place, as well as exceeding the requirements of the NPPG and Defra’s 25 Year Environment Plan. Tools such as Ecological surveys, Impact Risk Zone guidance and groups such as Natural England should be included from outset to complement, extend and connect existing habitats.
- Mature trees should be retained as they provide multi benefits.
- Existing semi-mature Silver Birch woodland and other deciduous trees/scrub on the site should be retained and enhanced.
- Re-introduction of wildflowers along the route of the Guided Busway would deliver a net gain in biodiversity and improve appearance of the area for visitors arriving by public transport.

## Object

- Creating new space for biodiversity is important but should not be used to judge positively any biodiversity destruction.
- Net gain is not a great concept. Do not use biodiversity offset as a measure. If any biodiversity is lost this must be fully transparent and responsibility for it taken.

## Comment

- The Wildlife Trust - 20% net gain in biodiversity using a recognised biodiversity accounting tool should be required. Inclusion of the river corridor would increase scope to provide more of the biodiversity offsetting requirement local to the new residents, as well as support strategic green

infrastructure provision. Urban wildlife features such as green roofs and walls, planting schemes, and building nest sites should be provided.

- Woodland Trust - Welcome the mention of trees, but would like to see the plan recognise the full range of benefits that they provide and to make a commitment to expansion of tree canopy covers.
- Cambridge Hedgehogs - Would like to meet with councillors to discuss ways in which hedgehog populations can be protected and enhanced during this development work.
- Cambridge Past, Present & Future - If it is not possible to produce a net gain for biodiversity and ecology within the development site framework, then alternative sites adjacent could be considered, especially for any mitigation. The Natural Cambridgeshire Local Nature Partnership has created a toolkit to assist developers in this.
- U+I Group PLC - The on-going uses of land indicates that it will have limited biodiversity value. It will be necessary to carry out site specific investigations on the potential suitability of habitat for protected species, and to consider mitigation. More clarity is needed. Consider increasing the amount of tree canopy cover in NEC.
- Plant and maintain trees, hedges, ditches, habitats.
- Try getting advice from the Wildlife Trust and RSPB.
- Do not let the developers tell you it's all too much hassle and too expensive as they will try to wriggle out of this.
- Go to Eddington for methods. Appoint an ecology chief for the area from the start.
- A green corridor from Waterbeach to Cowley Road is important.

### Document Section

Issue: Smart technology

Question 68: Should the AAP require developments in the area to integrate SMART technologies from the outset?

### Representations received:

Support: 2 Object: 0 Comment: 2

Total: 4

### Main issues in representations:

33836, 33669, 33750

### Support

- Trinity College, Cambridge/Brookgate Land Ltd - As a place founded on the Science and Technology sector, there should be an embracement of Smart Technologies.

### Object

- None.

## Comment

- U+I Group PLC - Important to consider preparation of a digital strategy for NEC, to seek optimum speeds for broadband/fibre, opportunities to integrate SMART technology in homes, businesses and other development.

## Document Section

Issue: Waste collection

Question 69: Should the AAP require the use of an underground waste system where it is viable?

## Representations received:

Support: 5 Object: 0 Comment: 4

Total: 9

## Main issues in representations:

33393, 33589, 33751, 33837, 32800, 32977, 33118, 33671, NECIO144

## Support

- U+I Group PLC – Rather than committing to any specific type of solution at this stage, it will be necessary to understand whether innovative systems used on other sites, (e.g. North West Cambridge), can be applied here.
- Good idea, particularly to avoid the scourge of wheelie bins being scattered all over footways. Consider providing waste collection points to minimise street clutter.
- Household waste systems to be similar to Eddington.

## Object

- None.

## Comment

- Cambridge Past, Present & Future – Before committing to any particular system, a full appraisal of facilities used at Eddington should take place.
- Trinity College, Cambridge/Brookgate Land Limited - This would be difficult to retrospectively fit to CSP, but would be more viable for new large scale development.
- Refer to Eddington for methods.

## Document Section

Chapter 12: Implementation and delivery

Issue: Phasing and relocations

Question 70: Do you agree that the AAP should prioritise land that can feasibly be developed early? Are there any risks associated with this proposed approach?

## Representations received:

Support:2 Object: 8 Comment: 3

Total: 13

**Main issues in representations:**

33020, 33672, 33838, 33254, 33752, 32944, 33189, 33205, 33224, 33318, 33415, 33488, 33590

**Support**

- St. John's College, Cambridge - It is critical that development should not be prevented in coming forward whilst the AAP is being prepared.
- Brookgate Land Limited - Land that Brookgate Land Limited control can be developed early without prejudicing the outcome of the AAP process or the achievement of the comprehensive vision for the area as a whole.

**Object**

- Will end up with isolated dwellings with none of the infrastructure needed (junction improvements, car barns, wildlife habitat, green spaces etc) so end up with a car-dominated slum before the entire place is complete. Once people move to a place and drive as first choice, they then don't change their habits later.

**Comment**

- Orchard Street Investment Management - None of the sites can be prioritised without the essential relocation of the WTC.
- U+I Group - Where landowners/developers can explain how development can be carried out in a coordinated/comprehensive manner in an equitable way using planning mechanisms (S106 etc.). We also support temporary/meanwhile uses to optimise economic and social benefits in the local area.
- Trinity College, Cambridge – Early development will support momentum in the long-term delivery of the whole AAP area and continue to provide confidence in its delivery. Early delivery of infrastructure is also supported.
- Cambridge Past, Present & Future – Only if managed by a project officer.

**Document Section**

Chapter 12: Implementation and delivery

Issue: Phasing and relocations

Question 71: Should the AAP include a relocation strategy in preference to leaving this to the market to resolve?

**Representations received:**

Support:10 Object: 0 Comment: 4

Total: 14

**Main issues in representations:**

33271, 33460, 33565, 33673, 32776, 33021, 33190, 33207, 33225, 33319, 33416, 33489, 33591, 33773

### Support

- Orchard Street Investment Management – The AAP relies on the relocation of the WTC and therefore cannot be delivered in accordance with the Masterplan without its relocation.
- Relocation within the area should be investigated in order to allow close integration with existing communities.

### Object

- None.

### Comment

- Anglian Water Services Ltd - It is essential that Anglian Water as a sewerage undertaker can continue to serve our customers both during construction and after the re-development. A relocation strategy should be clearly defined and clarified.
- Waterbeach Parish Council – Believe that the existing WTC is ideally located and expanded to include further capacity, and for the council to determine decisions rather than allow the market to resolve.
- Ridgeons Timber & Builders Merchants and Turnstone Estates - If Ridgeons are to be relocated, any new site needs to be located within Cambridge and be appropriate and viable.
- U+I Group PLC - Strategic opportunities must not be compromised by one or more parties that are unwilling to support the delivery of the NEC. Accordingly, the Councils cannot discount the possibility of using their CPO powers if required.

### Document Section

Chapter 12: Implementation and delivery

Issue: Funding and delivery of infrastructure

Question 72: Do you agree with an approach of devising a Section 106 regime specifically for the North East Cambridge area? If not, what alternative approach should we consider?

### Representations received:

Support:1 Object: 7 Comment: 1

Total: 9

### Main issues in representations:

32801, 33138, 33162, 33255, 33592, 33674, 33839, 33336, 33753

### Support

- Iansyst Ltd & Fen House Property Ltd - S106 regime should be specifically used, along with a contribution from Network Rail, to support the enhanced road bridge with the cycle and pedestrian bridge proposed to access recreational facilities.

## Object

- Brookgate Land Limited - No, it is more appropriate for individual S106 agreements which are site specific.

## Comment

- Natural England - Support a S106 regime to ensure all proposed developments across NEC contribute equitably to the provision and/or funding of all appropriate environmental infrastructure requirements.
- St Johns College, Cambridge - It will be difficult to sustain a case for S106 framework across the NEC given disparate objectives of landowners and site characteristics.
- Cambridge Past, Present & Future - S106 funds should be spread more widely to support places people use outside the site.
- U+I Group PLC - It would be reasonable to expect all development within the area to contribute towards the required infrastructure, where it benefits the AAP area as a whole rather than individual sites/landownerships.
- Trinity College, Cambridge - Agreeable to this being explored. It will, of course, be subject to the detail, but the principle is acceptable.
- It is absolutely vital that the sustainable transport infrastructure for walking, cycling and public transport be delivered prior to significant development as car-centric options will become the norm. Preferably all of the walking and cycling grid would be delivered before any development.
- Hold developers to account for decent S106 and stop letting them 'renegotiate' because they suddenly decide the development is not financially viable.

## Document Section

Chapter 12: Implementation and delivery

Issue: Funding and delivery of infrastructure

Question 73: What approach do you consider the most appropriate basis on which to apportion the cost of the infrastructure requirements arising from different land uses to ensure an equitable outcome?

## Representations received:

Support:0 Object: 0 Comment: 4

Total: 4

## Main issues in representations:

33297, 33675, 33754, 33840

## Support

- None.

## Object

- None.

## Comment

- The Crown Estate - Suggest that an effective approach would be one that is straightforward and transparent so that there is a clear apportionment of "cost" can be factored into assessments at the outset. This could comprise a tariff based approach linked to the type and amount of new development proposed.
- U+I Group PLC - We propose identifying specific infrastructure needed to meet the vision, where they should be located, establishing a cost base and appropriate equalisation formula to be levied on all new development. This could be one or a combination of a tariff and may be varied by use class. Set this out in a policy/legal framework with an appropriate indexing mechanism
- Brookgate Land Limited/Trinity College, Cambridge - At the outset, it would appear appropriate for it to be related to the amount of new floorspace provided against its use class and also based on number of and type of trips.

## Document Section

Chapter 12: Implementation and delivery

Issue: Development viability

Question 74: How should the AAP take into account potential changes over time, both positive and negative, that might affect development viability?

## Representations received:

Support:1 Object: 0 Comment: 2

Total: 3

## Main issues in representations:

33676, 33841, 33286

## Support

- The Crown Estate – Need clear review mechanisms to reflect changes in circumstances and standards over the lifetime of the AAP development. This could include, but should not necessarily be limited to, sustainability standards.

## Object

- None.

## Comment

- U+I Group PLC - This should be informed by a specific study that considers economic cycles, viability testing (whereby a reduction in S106/AH requirements are calibrated to protect infrastructure) and a robust review.
- Trinity College, Cambridge – Suggest a flexible policy framework which is not overly prescriptive.

## Document Section

Chapter 12: Implementation and delivery

Issue: Land assembly and Compulsory Purchase Orders

Question 75: Do you agree with the proposal to require land assembly where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning for development?

#### Representations received:

Support:7 Object: 2 Comment: 1

Total: 10

#### Main issues in representations:

33842, 33191, 33208, 33226, 33320, 33417, 33490, 33677, 32505, 33022

#### Support

- U+I Group PLC - This does not directly affect U+I. Land assembly will help to ensure the delivery of comprehensive redevelopment of NEC.

#### Object

- Trinity College, Cambridge - This would not be supported in CSP because all matters should be achieved through discussion given there is strong shared ambition.
- Orchard Street Investment Management – Many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also then result in the closure of and loss of employment for local residents.

#### Comment

- None.

#### Document Section

Chapter 12: Implementation and delivery

Issue: Land assembly and Compulsory Purchase Orders

Question 76: Should the AAP state that the Councils will consider use of their Compulsory Purchase powers? If so, should the AAP also set out the circumstances under which this would be appropriate?

#### Representations received:

Support:8 Object: 3 Comment: 4

Total: 15

#### Main issues in representations:

33023, 33163, 33566, 33843, 32901, 33192, 33209, 33227, 33321, 33418, 33491, 33678, 32506, 32730, 33774

#### Support

- U+I Group PLC - The strategic opportunities must not be compromised by one or more parties that are unwilling to support the delivery of the NEC. Policy must specify how the Councils will use their CPO powers if required, and the



circumstances for doing so. This will need to include the viability and timescales of pursuing a CPO process.

#### Object

- Trinity College, Cambridge - This would not be supported in CSP because all matters should be achieved through discussion given there is strong shared ambition.
- Veolia and Turnstone Estates - There should be no requirement for the Council's to consider use of CPO powers and this should not be included within the AAP.
- Compulsory purchase is absolutely not justified in this setting. It is not right to think the council can buy up land they don't own.

#### Comment

- None.

#### Document Section

Chapter 12: Implementation and delivery

Issue: Joint working

Question 77: Should the Councils actively seek to facilitate joint working between the various landowners/developers within the North East Cambridge area? If so, what specific matters could we target for joint working?

#### Representations received:

Support:8 Object: 3 Comment: 4

Total: 15

#### Main issues in representations:

33293, 33356, 33567, 33844, 32876, 33272, 33284, 33593, 33679, 33755, 33775

#### Support

- Anglian Water Services Ltd - This should follow on from the development of the AAP with Anglian Water and other stakeholders as outlined in the extant Local Plan.
- Cambridge Past, Present & Future - Joint working is required.
- U+I Group PLC - A joint approach will need to consider a range of issues including connectivity, infrastructure locations, parking/trip budget, smart-city coordination, delivery programmes, design principles, energy/utilities and waste etc.
- Brookgate Land Limited – Fully support, evidenced by our continued engagement.
- Also include community representation within this joint working to ensure developers don't just prioritise their own short-term economic needs.

#### Object

- None.

## Comment

- The Crown Estate - We suggest consideration is given to the appointment of a jointly funded independent lead of North East Cambridge AAP to give strategic governance, act as facilitator, to co-ordinate the preparation of joint studies, etc.
- Ridgeons Timber & Builders Merchants and Turnstone Estates/Veolia and Turnstone Estates - A coordinated approach will need to consider a range of issues including the potential relocation of the existing industrial uses including Ridgeons/Veolia.
- Trinity College, Cambridge - Joint working focussed around connectivity, sustainable transport infrastructure and public transport.
- Do not want a duplicate of the CB1 area and the broken promises from Brookgate.

## Document Section

Chapter 12: Implementation and delivery

Issue: Pre-AAP planning applications

Question 78: Do you agree with the Councils' proposed approach to dealing with planning applications made ahead of the AAP reaching a more formal stage of preparation?

## Representations received:

Support:3 Object: 0 Comment: 2

Total: 5

## Main issues in representations:

33292, 33845, 33273, 33680, 33756

## Support

- Anglian Water Services Ltd/Brookgate Land Limited - Proposals made ahead of the AAP reaching an advanced stage should be considered in the context of extant Local Plan and not watered down through the AAP process.
- U+I Group PLC - A coordinated approach is required and decisions on applications should be made against the AAP with appropriate, equitable contributions made.

## Object

- None.

## Comment

- The Crown Estate - It is important that the AAP ensures that a "first past the post" position does not arise. We would suggest that applications for development on land within the AAP area henceforth need to have regard to the draft AAP and that the Councils seek to prioritise the formulation of a regime for the delivery of infrastructure etc.

- Trinity College, Cambridge - The recently adopted Local Plan made it clear that planning applications are capable of being granted planning permission in advance of the AAP being adopted, the AAP needs to adhere to this overarching policy position.

## Document Section

Chapter 12: Implementation and delivery

Issue: Meanwhile (temporary) uses

Question 79: What types of 'meanwhile uses' should the AAP support for the North East Cambridge area?

## Representations received:

Support:1 Object: 0 Comment: 4

Total: 5

## Main issues in representations:

33274, 33681, 33757, 33846, 33594

## Support

- Cambridge Past, Present & Future - It should be a balanced mix of public benefit use and customer buy in against the requirements of a construction site.

## Object

- None.

## Comment

- Anglian Water Services Ltd – Dependent on when/where WTC is being relocated to. Analysis must be made of potential risk of odour from Cambridge WRC and the acceptability of different types of development.
- U+I Group PLC - Would not expect policy to impose any particular restriction on types of use, with meanwhile uses serving to provide early foundations for the new Quarter of innovation. A positive policy approach to obligations and planning requirements will be needed to encourage temporary/meanwhile activation.
- Brookgate Land Limited/Trinity College, Cambridge – Supportive of appropriate meanwhile uses where they add to the vibrancy of the area and its Science and Technology foundation.

## Document Section

Chapter 12: Implementation and delivery

Issue: Meanwhile (temporary) uses

Question 80: Should there be any limit on the scale of a proposed 'meanwhile use'?

### Representations received:

Support:0 Object: 2 Comment: 1  
Total: 3

### Main issues in representations:

33275, 33682, 33758

#### Support

- None.

#### Object

- U+I Group PLC – Imposing a limitation on the scale of a proposed 'meanwhile use', is contrary to its purpose and prevents optimism of site, especially if it stifles innovation and creativity.
- Brookgate Land Limited – Object to any limits.

#### Comment

- Anglian Water Services Ltd – Any limits would be dependent upon the timing of the re-development of NEC, particularly when the WTC is relocated.

### Document Section

Chapter 12: Implementation and delivery

Issue: Meanwhile (temporary) uses

Question 81: Do you think it appropriate to set a maximum period for how long a 'meanwhile use' could be in operation?

### Representations received:

Support:0 Object: 1 Comment: 2  
Total: 3

### Main issues in representations:

33276, 33759, 33683

#### Support

- None.

#### Object

- U+I Group PLC - A minimum period should be based on the need and timetable for the permanent development. A reasonable period of operation is required in order to recoup the initial capital investment.

#### Comment

- Anglian Water Services Ltd - Any limits would be dependent upon the timing of the re-development of NEC, particularly when the WTC is relocated.

## Document Section

Chapter 12: Implementation and delivery

Issue: Meanwhile (temporary) uses

Question 82: Should the AAP also include a requirement for 'meanwhile uses' to demonstrate how they will add vibrancy and interest and/or deliver on the wider development outcomes and vision for the North East Cambridge area?

### Representations received:

Support: 0 Object: 1 Comment: 1

Total: 2

### Main issues in representations:

33277, 33684

#### Support

- None.

#### Object

- U+I Group PLC - 'Meanwhile' uses are temporary in nature and an approach that seeks to make efficient use of land, in a compatible manner with surrounding uses, so should be encouraged.

#### Comment

- Anglian Water Services Ltd - It is unclear how 'meanwhile uses' as defined could demonstrate that they would contribute to the overall outcomes and vision for the re-development of the area and depends on the WTC relocation.

## Document Section

Chapter 13: General issues

Issue: Equalities impacts

Question 83: What negative or positive impacts might the proposed plans have on residents or visitors to Cambridge with low incomes or who have particular characteristics protected under the Equality Act 2010? (The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation).

### Representations received:

Support: 2 Object: 0 Comment: 19

Total: 21

### Main issues in representations:

32591, 32601, 32653, 32802, 32879, 32881, 32945, 32980, 33193, 33210, 33228, 33322, 33397, 33419, 33457, 33492, 33508, 33685, 33847, 32607, 32973

#### Support

- Restricting accessibility by car could affect elderly, disabled or pregnant people, and those with young children. Good intentions for sustainability and

inclusivity may damage community, for example by preventing elderly parents visiting residents.

#### Object

- None.

#### Comment

- Campaign to Protect Rural England Cambridgeshire and Peterborough - An inclusive approach to community development should include the deprived areas of Arbury and King's Hedges, other existing communities within the proposed AAP boundary and the villages that will sit alongside it.
- U+I Group PLC – A Health Needs and Impact Assessment, should be performed to better understand the challenges and issues faced in deprived neighbouring wards, so as to link into opportunities that will arise in NEC.
- Trinity College, Cambridge – A successful AAP should make significant positive impacts to the wider community.
- The bridge mentioned in point 6.25 "Crossing the railway line" should include road access to the north end of Fen Road. It would make a valuable positive impact on that community (a large percentage are an ethnic minority: Irish Traveller), with regards access to the emergency services, travel and employment opportunities, currently limited by the Fen Road level-crossing. Not doing this will increase division between rich and poor and breach the Equality Act.
- All the walking and cycling infrastructure must be designed to be fully accessible to people with disabilities. That includes people who use adapted cycles, tricycles, tandems or mobility scooters to get around. All pathways and cycleways must be designed with parameters that are feasibly navigated by these vehicles.
- There is very little mention of facilities and access for disabled people who cannot walk far or cycle. What are your plans to meet these needs?

#### Document Section

Chapter 13: General issues

Issue: Any other comments

Question 84: Do you have any other comments about the North East Cambridge area and/or AAP? Are there other issues and alternatives that the councils should consider? If you wish to make suggestions, please provide your comments.

#### Representations received:

Support: 5 Object: 5 Comment: 33

Total: 43

#### Main issues in representations:

##### Main Issues in reps

32496, 32580, 32613, 32731, 32732, 32883, 32946, 33120, 33122, 33141, 33145, 33149, 33164, 33241, 33278, 33345, 33394, 33441, 33450, 33461, 33463, 33514,

33545, 33549, 33595, 33601, 33686, 33782, 33852, 32599, 32630, 32647, 32978, 33283, 33303, 33402, 33506, 33697, NECIO145, NECIO146, NECIO147, NECIO148, NECIO149

### Support

- Hurst Park Estate Residents' Association/Milton Road Residents Association - The consultation needs to address the issues which are likely to be of most interest to residents such as provision of genuinely affordable housing, not the official definition.
- The Crown Estate - Supports a comprehensive approach to the planning and regeneration of the AAP area which contributes to the overall vision.
- Provide vehicle access to the area east of the railway.
- Provide for a church building within the North East Cambridge area.
- Encourage sustainable travel, but without cutting off access for those who need cars.
- Lesson can be learned from the Milton Road Project, namely developing working relationships between residents, stakeholders and the council as well as transport and traffic issues. Having someone as a resident's contact is essential.

### Object

- The local authorities have not shown that the particular transport challenges which the proposals will pose for Milton Road can be addressed or will be addressed.
- Object due to impacts on lack of clarity on how impacts on Fen Ditton and Ditton Meadows will be considered and minimised.
- Oppose building heights.
- Big mistake to omit a secondary school.

### Comment

- Historic England - Glossary - Historic Environment typo - time rather than tine. We also suggest the addition of a definition for Conservation Areas.
- Natural England - Planning positively for ecological networks, protected species and priority habitats using robust evidence will contribute towards a strategic approach for the creation, protection, enhancement and management of green infrastructure, as identified in the NPPF.
- The Crown Estate - Welcome the opportunity to become actively involved.
- Campaign to Protect Rural England Cambridgeshire and Peterborough - New WTC must not harm greenbelt, countryside, the River Cam corridor or other communities or water supply and must include suitable employment space.
- Waterbeach Parish Council - Ensure that the required upgrade of the A10 corridor and sustainable transport links between Cambridge and Ely are strategically delivered (and managed by the LA) ahead of the proposed Waterbeach New Town and NEC development should they come forward together.
- Cllr Hazel Smith - Please consider safeguarding a way to connect a foul sewer across under the railway. Inequalities in public services must not be made worse by the plans you are putting forward.

- Railfuture East Anglia - Ensure that construction materials for the development should be as far as possible be delivered to and through the modern multiuser rail freight terminal already on site.
- U+I Group PLC - Would encourage a specific section on education and health provision within the NEC, noting the different requirements of both on and off-site provision.
- ESP Utilities Group LTD (Plant Protection Team) - Have provided advice regarding utility pipeline location and management during construction.
- Close the level crossing.
- Need link from Fen Road to A14.
- Access to new site cannot be through Chesterton.
- All rests on relocation of WTC. Where is it going? Only when this is sorted can a proper consultation take place.
- Cycle paths need to be updated to include equestrians. Encourage the building of new homes immediately to meet the urgent need for housing.
- Housing stock need to be council or housing association as current policy of shared housing and new buyer incentives is only driving up the prices, increasing the London commuter distance and generating large profits for developers who contribute nothing to the local community.
- Lessons to be learned. We need to learn from the recent development at Cambourne and Northstowe of villages with limited travel links and poor-quality communities.
- The consultation was too long since the previous consultation, with documents inaccessible, too long and detailed and consultation itself too short and not well-enough promoted which prevented it to be able to be understood and considered by the public fully. Consult in an open and transparent manner.
- Very concerned about the increase of traffic this development will create.
- Build publicly accessible toilets ideally of highest standards to make areas accessible to all.
- Consider air quality with district heating schemes; if using fossil fuels do not burn in living and working areas.
- If sewage passes underneath site will there be a pumping station? What happens if pump fails? No-one should end up living/working with the smell of sewage.
- Parking controls should be in place from construction stage.
- Cycleway surfacing needs to be considered and safety in the ice and snow. Consider heating paths.
- Industries requiring lots of large lorries are incompatible with safe cycling and walking.
- Integrate art into the design using high quality materials.
- If excessive height and density is the only basis on which funding can be obtained to move the WTC, then it would be better to leave the sewage works where it is until an appropriate alternative approach can be found that is not alien to Cambridge.
- Can the required infrastructure facilities for the high number of residences be provided? It seems highly unlikely.
- More security at night.



- In the action plan there is no provision for working with communities and individuals to instil behaviour change with respect to transport use. Nor is there any indication of research into current and anticipated population, dwelling, distance and amenity mix to ensure cohesion and connectivity.
- There is the opportunity to create a bridge or underpass to Fen Road as well as improve planting in some areas.
- The existing sewage works is in a great location to deal with growth in this area.
- The local area beyond the site boundary should be improved.
- Streets and spaces should be planned so they design out crime to avoid the mistakes of CB1.

## Document Section

Chapter 14: Interim sustainability appraisal North East Cambridge AAP Issues and Options 2019

## Representations received:

Support: 0 Object: 0 Comment: 2

Total:

## Main issues in representations:

33243, 32513

## Comments

- Encourage the building of new homes immediately. Plan a site for a secondary school as part of the current sewage works land.
- "In peak periods, parts of the network frequently operate at or near capacity" should be changed to reflect a more realistic view, Milton Road, Green End Road, and Kings Hedges Road are heavily congested during peak periods and are massive sources of pollution.
- The substantial increase in vehicle traffic that will occur from having a large development built in the middle of this needs serious thought. If not, we will experience significant additional delays and frustration, with economic and health implications. The development should have little or no provision for commuting by car.

## Appendix 3

### Consultees at Issues and Options 1 (2014)

The following organisations were directly notified of the consultation on the Cambridge Northern Fringe East Area Action Plan Issues and Options Report 2014 in accordance with the Town and County Planning (Local Planning) (England) Regulations 2012 via email or by post where no email address was available (individuals are not listed).

#### Duty to co-operate bodies

Cam Health (Clinical Commissioning Group)  
Cambridgeshire and Peterborough Clinical Commissioning Group  
CATCH (Clinical Commissioning Group)  
Civil Aviation Authority  
English Heritage  
Environment Agency  
Greater Cambridge & Greater Peterborough Local Enterprise Partnership  
Greater Cambridgeshire Local Nature Partnership  
Highways Authority  
Homes and Communities Agency  
Marine Management Organisation  
Natural England  
NHS England (The National Health Service Commissioning Board)  
Office of the Rail Regulator  
Transport for London

#### Specific Consultation bodies

Affinity Water  
Anglian Water  
Bedford Borough Council  
Bedfordshire and River Ivel Internal Drainage Board  
Braintree District Council  
British Gas  
British Telecom Network Capacity Forecast  
Cambridge Crown Court  
Cambridge University Hospital (Addenbrooke's)  
Cambridge Water Company  
Cambridgeshire Constabulary  
Cambridgeshire County Council  
Central Bedfordshire Council  
E.On Energy  
East Cambridgeshire District Council  
Ely Group of Internal Drainage Boards

Essex County Council  
Fen Ditton Parish Council  
Fenland District Council  
Forest Heath District Council  
Hertfordshire County Council  
Highways Agency  
Histon and Impington Parish Council  
Homes and Communities Agency  
Horningsea Parish Council  
Huntingdonshire District Council  
Hunts Health – Local Commissioning Group  
Landbeach Parish Council  
Middle Level Commissioners  
Milton Parish Council  
Npower  
National Grid Transco Property division  
Natural England  
Network Planning National Grid Gas Distribution  
Network Rail (Town Planning)  
NHS Cambridgeshire  
NHS Cambridgeshire and Peterborough Clinical Commissioning Trust  
NHS Property Services  
North Hertfordshire District Council  
Npower Renewables  
Oakington and Westwick Parish Council  
Orchard Park Community Council  
Over and Willingham Internal Drainage Board  
Papworth NHS Trust  
Peterborough City Council  
Scottish and Southern Electric Group – SSE  
Scottish Power  
St. Edmundsbury Borough Council  
Suffolk County Council  
Swavesey Internal Drainage Board  
UK Power Networks (formerly EDF Energy Networks)  
Uttlesford District Council  
Waterbeach Parish Council

### **Councillors and MPs**

Cambridge City Council Members  
South Cambridgeshire District Council Members  
Cambridgeshire County Council Members (for Cambridge City and South Cambridgeshire wards)  
South Cambridgeshire Parish Councils  
Councils adjoining South Cambridgeshire District Council  
Local MPs

## Community Organisations

Advisory Council for the Education of Gypsy and other Travellers  
Age Concern Cambridgeshire  
Age UK Cambridgeshire  
British Romany Union  
Brown's Field Community Centre  
Cambridge Citizens Advice Bureau  
Cambridge Council for Voluntary Service  
Cambridge Ethnic Community Forum  
Cambridge Federation of Residents' Associations – FECRA  
Cambridge Forum for Disabled People  
Cambridge GET Group  
Cambridge Interfaith Group  
Cambridgeshire Acre  
Cambridgeshire Community Foundation  
Cambridgeshire Ecumenical Council  
Cambridgeshire Local Access Forum  
Cambridgeshire Older Peoples Enterprise (COPE)  
Cambridgeshire Race Equality and Diversity Service  
Cam-Mind  
Disability Cambridgeshire  
Disability Panel  
East of England Faiths Council  
Ely Diocesan Board  
Encompass Network  
EQIA Panels  
Equalities Panel  
Fen Road Community Group  
FFT Planning  
Friends, families and Travellers Community Base  
Irish Traveller Movement in Britain – Traveller reform project  
MENTER  
Milton Community Centre  
National Association of Health Workers with Travellers  
National Association of Teachers of Travellers  
National Federation of Gypsy Liaison Groups  
National Romany Rights Association  
National Travellers Action Group  
Ormiston Children's and Family Trust  
Romany Institute  
Smith Fen Residents Association  
The Amusement Catering Equipment Society (ACES)  
The Association of Circus Proprietors  
The Association of Independent Showmen (AIS)  
The Church of England Ely Diocese  
The COVER Group  
The East Anglian Gypsy Council  
The GET Group  
The Gypsy and Traveller Law Reform Coalition

The Gypsy Council (GCECWCR)  
The Showman's Guild of Great Britain  
The Society of Independent Roundabout Proprietors  
The Traveller Law Reform Project  
The Traveller Movement  
Traveller Solidarity Network  
Work Advice Volunteering Education Training (WAVET)

### **Environmental Groups**

Cam Valley Forum  
Cambridge Carbon Footprint  
Cambridge Friends of the Earth  
Cambridge Past, Present and Future  
Cambridgeshire Local Access Forum  
Campaign to Protect Rural England (CPRE)  
Conservators of the River Cam  
Countryside Restoration Trust  
Forestry Commission  
Landscape Institute  
National Trust  
RSPB Eastern England Office  
Sustrans (East of England)  
The CamToo Project  
The Varrier Jones Foundation  
The Wildlife Trust (BCN)  
The Woodland Trust – Public Affairs  
Transition Cambridge

### **Major City Businesses and Networks**

Airport Operators Association  
ARM Holdings  
Cambridge Ahead  
Cambridge Cleantech  
Cambridge Energy Forum  
Cambridge Hoteliers Association  
Cambridge Network  
Cambridge Science Park (Trinity College)  
Cambridgeshire Chambers of Commerce  
Chemical Business Association  
Confederation of British Industry – East of England  
CRACA (Cambridge Retail and Commercial Association)  
Creative Front  
Ely Cathedral Business Group  
Encompass Network  
Federation of Small Businesses  
Freight Transport Association

Future Business  
Institute of Directors – Eastern Branch  
Love Cambridge  
Marshalls Group of Companies  
One Nucleus  
Redgate Software  
Road Haulage Association  
Royal Mail Group Ltd

### **Education**

Anglia Ruskin University  
University of Cambridge Estate Department  
Colleges of the University of Cambridge  
The Bursars' Committee  
Cambridge Sixth Form Colleges  
Cambridge Regional College  
Local Secondary Schools in Cambridge  
Local Cambridge Primary Schools

### **Local Residents Associations/Groups**

Bradmore & Petersfield Residents Association  
Cambanks Residents Society Ltd  
Cambridge Federation of Tenants Leaseholders & Residents Associations  
East Chesterton Community Action Group  
FeCRA (Federation of Cambridge Residents Associations)  
Fen Estates and Nuffield Road RA (FENRA)  
Fen Road Steering Group  
Friends of Stourbridge Common  
Iceni Homes (Hundred Houses) Tenants' Association  
Kings Hedges Neighbourhood Partnership  
Nuffield Road Allotment Society  
Old Chesterton Residents' Association  
One Hundred Houses Residents' Association  
Protect Union Land group  
Save Our green Spaces  
Three Trees Residents' Association

### **Key Delivery Stakeholders**

Ambury Developments Ltd  
Anglian Water Services Ltd  
Cambridge Business Park – The Crown Estate  
Cambridge City Council property Services  
Cambridgeshire County Council Estates Department  
Cambus Ltd (Stagecoach)

Compserve Ltd  
Coulson & Son Ltd  
Cranston Properties Ltd  
David William Poyntz Kendrick & Elizabeth Anne Kendrick  
Dencora Trinity LLP  
Friends First Life Assurance Company Ltd  
Graham Martin Dacre

### **Landowners**

Network Rail Infrastructure Ltd  
Rathbone Pension & Advisory Services (Trustees Ltd) and Anthony James  
Alexander Helme  
Santino Barresi & Antonio Barresi  
Secretary of State for Transport  
St.John's Innovation Centre (The Master, Fellows and Scholars of the College of St  
John The Evangelist in the University of Cambridge)  
Stuart James Woolley  
The Company of Biologists Ltd

### **Developers/Agents/Registered Providers**

A2 Dominion Housing Group  
Accent Nene Housing Society Limited  
Artek Design House  
Barratt Eastern Counties  
Barton Wilmore  
Beacon Planning Ltd  
Bedfordshire Pilgrims Housing Association  
Bellway Homes  
Berkeley Homes  
Bidwells  
Bovis Homes Ltd  
Brookgate  
Cambridge and County Developments (formerly Cambridge Housing Society)  
Capita Symonds  
Carter Jonas  
Chartered Institute of Architectural Technologist  
Cheffins  
Circle Anglian Housing Trust  
Countryside Properties  
Crown Estate  
DPP  
Drivers Jonas  
Estate Management and Building Service, University of Cambridge  
Flagship Housing  
Gallagher Estates  
Granta Housing Society Limited

Grosvenor USS  
Hastoe Housing Association  
Home Builders Federation  
Hundred Houses Society Limited  
Iceni Homes Ltd  
Januarys  
Jephson Housing Association Group  
Kier Partnership Homes Ltd  
King Street Housing Society  
Liberty Property Trust  
Luminus Group  
National Housing Federation  
Paradigm Housing Group  
Persimmon Homes East Midlands Ltd  
Pigeon Land  
Quy Estate  
Quy Farms Ltd  
RLW Estates and Defence Infrastructure Organisation  
RPS  
Sanctuary Housing Association  
Savills  
Skanska UK Plc  
Taylor Wimpey Developments Ltd  
Terence O'Rourke  
The Cambridgeshire Cottage Housing Society  
The Home Builders Federation  
The Howard Group of Companies  
The Papworth Trust  
The Universities Superannuation Scheme  
Turnstone Estates Ltd (c/o Januarys)  
Unex

## **Other**

Abellio Greater Anglia  
BT Open Reach New Sites  
Building Research Establishment  
Cable and Wireless UK  
Cambridge Allotment Networks  
Cambridge And District CAMRA – Campaign for Real Ale  
Cambridge Association of Architects  
Cambridge Cycling Campaign  
Cambridge Dial-a-Ride – Community  
Cambridge Federation of Tenants and Leaseholders  
Cambridge Local Access Forum  
Cambridge University Hospitals NHS Foundation Trust  
Cambridgeshire and Peterborough Association of Local Councils  
Cambridgeshire Campaign for Better Transport  
Cambridgeshire Fire and Rescue Service



Cambridgeshire Fire Service (Operational Support Directorate)  
Care Network Cambridgeshire  
Centre for Ecology and Hydrology Directorate  
Church Commissioners  
Country Land and Business Association  
Defence Infrastructure Organisation  
Defence Lands Ops North  
Department for Business Innovation and Skills  
Department for Transport  
Department of Environment, Food and Rural Affairs  
Design Council/CABE  
Education Funding Agency  
Equality and Human Rights Commission  
Fields in Trust  
Friends of Milton Road Library  
Great Ouse Boating Association  
Hazardous Installations Inspectorate  
Health and Safety Executive  
Local businesses in the Cambridge Northern Fringe East Area Action Plan area.  
Milton Country Park  
Ministry of Defence  
Mobile Operators Association  
National House Building Council  
Network Regulation  
Post Office Property  
Ramblers' Association (Cambridge Group)  
Registered Social Landlords (TBD)  
Renewable UK  
Respondents to the Cambridge Northern Fringe East policies in the Cambridge City Council Local Plan: Proposed Submission 2014 and the South Cambridgeshire District Council Draft Local Plan.  
RLW Estates and Defence Infrastructure Organisation  
Shelter  
Skills Funding Agency  
Sport England (Football, Tennis, Ice Sports Associations, etc)  
Tenants and leaseholders in the Cambridge Northern Fringe East Area Action Plan area including St John's Innovation Centre, Cambridge Business Park and Cambridge Science Park.  
The Linchpin Project  
The Magog Trust  
The Theatres Trust  
Travel for Work Partnership  
Travel Plan Plus for the Northern Fringe (Local Transport Plan Network)  
Visit East Anglia Ltd  
Whippet Coaches Ltd

## Appendix 4

### Consultees at Issues and Options 2 (2019)

The following organisations were directly notified of the consultation on the North East Cambridge Area Action Plan Issues and Options Report 2 in accordance with the Town and County Planning (Local Planning) (England) Regulations 2012 via email or by post where no email address was available (individuals are not listed).

#### Duty to co-operate bodies

Cambridgeshire and Peterborough Clinical Commissioning Group  
CATCH (Clinical Commissioning Group)  
Civil Aviation Authority  
Historic England  
Environment Agency  
Greater Cambridge & Greater Peterborough Local Enterprise Partnership  
Highways England  
Homes and Communities Agency  
Marine Management Organisation  
Natural England  
NHS England (Midlands & East)  
Office of the Rail & Road Regulator  
Transport for London

#### Specific Consultation bodies

Affinity Water  
Anglian Water  
Bedford Borough Council  
Bedfordshire and River Ivel Internal Drainage Board  
Braintree District Council  
British Gas  
British Telecom Network Capacity Forecast  
Cambridge Crown Court  
Cambridge University Hospital NHS Foundation Trust  
Cambridge Water Company  
Cambridgeshire Constabulary  
Cambridgeshire County Council  
Central Bedfordshire Council  
E.On Energy  
East Cambridgeshire District Council  
Ely Group of Internal Drainage Boards  
Essex County Council  
Fen Ditton Parish Council  
Fenland District Council  
Hertfordshire County Council

Highways Agency  
Histon and Impington Parish Council  
Homes and Communities Agency  
Horningsea Parish Council  
Huntingdonshire District Council  
Landbeach Parish Council  
Middle Level Commissioners  
Milton Parish Council  
Npower  
National Grid  
Natural England  
Network Planning National Grid Gas Distribution  
Network Rail (Town Planning)  
NHS Cambridgeshire  
NHS Cambridgeshire and Peterborough Clinical Commissioning Trust  
NHS Property Services  
North Hertfordshire District Council  
Npower Renewables  
Oakington and Westwick Parish Council  
Orchard Park Community Council  
Over and Willingham Internal Drainage Board  
Papworth NHS Trust  
Peterborough City Council  
Scottish and Southern Electric Group – SSE  
Suffolk County Council  
Swavesey Internal Drainage Board  
UK Power Networks (formerly EDF Energy Networks)  
Uttlesford District Council  
Waterbeach Parish Council  
West Suffolk (Forest Heath and St Edmundsbury Councils)

### **Councillors and MPs**

Cambridge City Council Members  
South Cambridgeshire District Council Members  
Cambridgeshire County Council Members (for Cambridge City and South Cambridgeshire wards)  
South Cambridgeshire Parish Councils  
Councils adjoining South Cambridgeshire District Council  
Local MPs

### **Community Organisations**

Various organisations representing equality groups (age, disability, race (including Gypsy and Travellers), faith) and the wider community.

## **Environmental Groups**

Various organisations representing natural environment, wildlife, historic environment, and sustainable travel interests.

## **Major City Businesses and Networks**

Various organisations representing business interests and local businesses.

## **Education**

Various education establishments.

## **Local Residents Associations/Groups**

Various residents' associations/groups and housing associations.

## **Key Delivery Stakeholders**

Various utility/power/telecoms providers, landowners/agents/developers, registered providers, transport providers.

## **Other**

Various other organisations such as emergency services, Hazardous Installations Inspectorate, Health and Safety Executive, local businesses in the Cambridge Northern Fringe area, Building Research Establishment, Design Council, Milton Country Park, house building groups, ramblers association and Sport England.

## APPENDIX D

# Joint Equality Impact Assessment – Cambridge City Council & South Cambridgeshire District Council

For

Draft North East Cambridge Area Action  
Plan 2020



This Equality Impact Assessment (EqIA), prepared by the Greater Cambridge Shared Planning Service, helps to ensure both Cambridge City Council and South Cambridgeshire District Council will deliver the best possible outcomes for all existing and new residents, employees and visitors in and around the area covered by the North East Cambridge Area Action Plan. In addition, preparation of the EqIA ensures the councils' have fulfilled the legal obligations of the Public Sector Equality Duty in respect of the Area Action Plan. The Public Sector Equality Duty requires Councils to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010.
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

### **Title of policy/plan to be assessed:**

North East Cambridge (NEC) Area Action Plan (AAP)  
Version: Draft AAP 2020

### **Responsible Service Area and Lead Officer:**

Greater Cambridge Shared Planning Service – Paul Frainer

### **Completion date of equality screening:**

January 2020

### **Webpage links to full details of the Draft AAP:**

The Greater Cambridge Shared Planning website will have a page dedicated to the Draft North East Cambridge Area Action Plan and all supporting documentation once the plan has been approved for public consultation.

## **A Status and scope of the policy being assessed**

### **A1 What are the main aims, the purpose, the objectives and the intended outcomes of the policy?**

The North East Cambridge Area Action Plan (NEC AAP) will build on national policy, including in the National Planning Policy Framework and National Planning Practice Guidance, Policy SS/4 of the adopted South Cambridgeshire Local Plan (2018) and Policy 15 of the adopted Cambridge Local Plan (2018). The NEC AAP will contain a number of policies relating to the redevelopment of the land allocated in the adopted Local Plans for mixed-use development. Originally centred around land bordering the Chesterton Sidings the area covered by the NEC AAP has been revised to include a wider area which incorporates Cambridge North Station and the Cambridge Science Park.

Whilst the adopted Local Plans allocate the area for a mixed use development, they do not set out details about the amount of development to be provided, its distribution within the area, when it should take place, its resultant form and function, and how wider community and sustainability outcomes will be co-ordinated and their delivery secured. Preparation of an AAP is intended to provide a detailed and proactive policy framework to guide development, regeneration, and investment decisions across the area.

The aims of the NEC AAP are as follows:

- To contribute to meeting the future strategic development and land use needs of Greater Cambridge for employment, housing, and infrastructure
- To agree a shared, ambitious, and innovative vision and strategic objectives for the regeneration of the North East Cambridge area
- To provide clarity and increased certainty through the AAP about how North East Cambridge, and the strategic sites within it, are to develop, including the scale, form and distribution of new development and land use expected across the plan area



- To test various development scenarios through plan making, informed by evidence and consultation, to arrive at the optimum development potential of the area and sites within it, with respect to the mix and scale of uses, with environmental impacts minimised, mitigated or, where appropriate, enhanced
- To identify and secure the coordinated delivery of the necessary social and physical infrastructure and service improvements required to support the new development
- To determine the appropriate phasing of development, taking into account the need to ensure regeneration occurs in a coordinated manner across the whole plan area, including on sites with greater constraints than others; and
- To provide a sound basis upon which to assess and direct decisions on planning applications.

The purpose of the Draft North East Cambridge AAP consultation 2020 document is as follows:

- To set out a draft framework for the future development of the North East Cambridge Area and invite members of the public and stakeholders to comment on the draft vision and proposals for the area. The publication of this document is accompanied by an updated Sustainability Appraisal and other evidence base documents that have informed the preparation of the Draft AAP. Supporting evidence base documents will be made available for inspection online and at the same locations as the Draft AAP. Comments are invited on these documents in addition to the Draft AAP.

## **A2 What is the status of this policy?**

The Draft NEC AAP is a new document which seeks to expand and provide additional guidance on the application of policies contained within the adopted Cambridge and South Cambridgeshire Local Plans. Once adopted, the NEC AAP will form part of the Greater Cambridge Development Plan which will also include the Greater Cambridge Local Plan currently being prepared. This consultation on the Draft NEC Area Action Plan is a formal stage in the preparation of the AAP (refer to A.3 below).

### **A3 What is the timescale and decision-making route for approval of the Policy, including timescales for updating this EqIA?**

The preparation of the North East Cambridge AAP has been, and will go through the following stages prior to adoption:

- Consultation on Issues & Options 1 (Dec 2014 – Jan 2015) – EqIA prepared
- Consultation on Issues & Options 2 (Feb – Mar 2019) – EqIA prepared
- Consultation on Draft Area Action Plan (Summer 2020) – this EqIA
- Proposed Submission Consultation (Autumn 2023) – Updated EqIA to be prepared
- Submission to Secretary of State (Date to be confirmed)
- Examination period (Date to be confirmed)
- AAP Adoption (Date to be confirmed)
- Area Action Plan delivery (Up to 2040 and beyond) – Development performance to be addressed through the Greater Cambridge Annual Monitoring Report.

Member approval is required at key stages of the plan making process. For example, the Draft AAP has been prepared taking into consideration comments made in response to both Issues and Options consultations. Member approval will be sought for the publication of the Draft AAP for consultation and similarly for the Proposed Submission Consultation. Issues raised in relation to the publication of this and subsequent versions of the EqIA for the North East Cambridge Area Action Plan will be explored as part of the AAP preparation process (including Sustainability Appraisal), and addressed, where possible, within the final version to be submitted to the Secretary of State.

## **A4 Does the policy accord with the South Cambridgeshire District Council Business Plan 2019-24 and the Cambridge City Council Corporate Plan 2019 - 2022?**

The Draft AAP is linked to the South Cambridgeshire District Council Business plan by:

- Growing local businesses and economies - We will support businesses of all sizes, including rural enterprise and farming, to help create new jobs and opportunities near to where people live.
- Housing that is truly affordable for everyone to live in – We will build vibrant communities in locations where people have good access to facilities and transport links, so they can genuinely afford to lead a happy and healthy life.
- Being green to our core – We will create a cleaner, greener and zero-carbon future for our communities.
- A modern and caring Council – We will provide our customers with high-quality services, strive to reduce costs, build on what we are good at to generate our own income and make decisions in a transparent, open and inclusive way.

The Draft AAP is linked to the strategic objectives contained within the Cambridge City Council Corporate Plan 2019 – 2022 by:

- Helping people in Cambridge who have the greatest need
- Planning for growth and ensuring our new communities are successful
- Protecting our environment and tackling climate change
- Delivering quality services within financial constraints

The Draft AAP will accord with the Business Plans of both Councils and will seek to address the EqlA implications through the formulation of the plan and further iterations of this EqlA document.

## **A5 Who are the intended beneficiaries/stakeholders of the policy? How many people are affected and from which sections of the community?**

The AAP is being prepared to provide a clear framework to assist decision making relevant to the new city district. It is intended to provide a clear understanding of how new development and infrastructure will be secured and delivered and how the proposals will integrate with the local area and existing communities.

Consultation and community engagement in respect of the Draft AAP will be undertaken in accordance with the current Greater Cambridge Shared Planning Statement of Community Involvement and will provide the opportunity for all stakeholders, including local residents to influence the emerging policies and proposals for this area.

The delivery of development outlined in the Draft AAP will be of benefit to the local economy as well as new and existing residents within North East Cambridge and the surrounding area. The Draft AAP seeks to deliver a mix of employment, residential, recreational, and other community uses with the intention of creating balanced communities. Delivery of the proposals contained within the plan will involve a number of stakeholders to ensure the provision of all necessary infrastructure to serve the development in a timely manner.

Stakeholders include, but are not limited to:

- Residents of Greater Cambridge and new residents of the new City District itself.
- Existing and new local businesses and their employees
- Local Parish Councils & Residents Groups
- Local District and Ward Members
- Cambridgeshire County Council
- Cambridgeshire and Peterborough Combined Authority
- Greater Cambridge Partnership
- Historic England

- Natural England
- Delivery partners, including infrastructure, utility, service and transport providers and developers
- Community organisations
- Landowners

## **A6 Other departments or partners involved in delivering the Policy/Plan.**

Other departments or partners involved in delivering this plan (to varying degrees):

Cambridge City Council (joint plan-making partner)

- Planning Services
- Community Services
- Housing
- Environmental section
- Property Services
- Other service departments as relevant and required

South Cambridgeshire District Council (joint plan-making partner)

- Planning Services
- Sustainable Communities and Wellbeing
- Environmental Health & Waste
- Housing
- Procurement
- Other service departments as relevant and required

Cambridgeshire County Council (Key stakeholder assisting with plan preparation)

- Planning, including Minerals and Waste team
- Transportation
- Education
- Other service departments as relevant and required

In addition, the Greater Cambridge Shared Planning Service is working in partnership with Greater Cambridge Partnership, utility and service providers, landowners and local interest groups to consider ways to ensure provision will be made for all necessary infrastructure to serve the development and deliver development on site in a successful and coordinated manner. The NEC AAP will set the framework for the development of a new City district.

## **B Evidence, data and consultation**

### **B1 What monitoring or other information do you have about relevant target groups which will show the impact of the Policy/Plan?**

The land uses proposed within the Area Action Plan will have a bearing on those who potentially live, work and visit the new City district. Throughout the preparation of the Draft AAP officers have had regard to the guidance contained within the City Council's Equalities and Diversity Policy and the Equality Scheme adopted by South Cambridgeshire District Council. Officers have liaised with Community Services departments at South Cambridgeshire District Council, Cambridge City Council and Cambridgeshire County Council who are responsible for health and well-being considerations. A Community Liaison Forum has been set up as a sounding board to feed into the plan making process. The Draft AAP is accompanied by an up to date Sustainability Appraisal Report.

Local Plan Monitoring Indicators (which address social, environmental and economic issues) will help review the success of the NEC AAP. In addition, there will be specific monitoring of the trajectories and objectives proposed by the Area Action Plan. Policies within the AAP will each have their own relevant Key Performance Indicators (KPIs) which are broadly aligned to those of the Greater Cambridge Local Plan for consistency.

The full monitoring and implementation framework for the Cambridge Local Plan 2018 is set out in the Local Plan Appendix M. Indicators relevant to the preparation of the NEC AAP are listed below:

- Target: To deliver an increase of at least 12 hectares of employment land.
- Target: To deliver a net increase of 22,100 jobs in the Cambridge Local Authority Area between 2011 and 2031.
- Target: To deliver a net increase of 14,000 residential units in Cambridge between 2011 to 2031.

- Target: To focus development within Cambridge, on the edge of Cambridge, at new settlements and within the more sustainable villages in South Cambridgeshire categorised as Rural Centres and Minor Rural Centres.
- Target: To deliver affordable housing on developments as set out in Policy 45 unless viability issues can be demonstrated.
- Target: To increase the delivery of affordable housing to respond to the high level of need identified.

The full list of Monitoring Indicators from the adopted South Cambridgeshire Local Plan 2018 is set out in the Local Plan Appendix F. Indicators relevant to the preparation of the NEC AAP are listed below:

- M2 Spatial Strategy – Total dwellings completed annually and cumulatively in Greater Cambridge by development sequence, including by settlement category within the rural area.
- M3 Spatial Strategy – Affordable housing completions.
- M4 Spatial Strategy - Amount and type of completed employment floorspace on previously developed land.
- M5 Spatial Strategy – Percentage of new and converted dwellings completed on previously developed land.
- M6 Spatial Strategy – Number of new jobs created. Amount and type of completed and committed employment floorspace and land.
- M7 Strategic Sites – Progress and development on strategic site allocations (including Policy SS/4).

Most of the indicators are existing indicators which are already monitored and reported in the Greater Cambridge Annual Monitoring Report. These indicators will need to be modified to be appropriate for the NEC development and in light of the emerging Greater Cambridge Local Plan.

The County Council Research Group provides a breakdown of Census information in district and ward level profiles. This includes information on age, disability, gender reassignment, marriage/ civil partnership, pregnancy/maternity, race/ethnicity,



religion, sex and sexual orientation. As new data becomes available this will be incorporated into the EqIA and will inform the AAP preparation process.

## **B2 Have you compared the data with the equality profile of the local population? What does it show?**

The area covered by the North East Cambridge Area Action Plan is currently predominantly commercial, with minimal existing residential units on the site. There is therefore no equality profile for the existing population.

The preparation of the AAP is concerned with the future population of the site and the relationship with existing communities adjacent to the site. In this regard it should be noted that of the three wards adjoining the site, two are within the twenty most deprived wards in Cambridgeshire in terms of multiple deprivation, namely King's Hedges and East Chesterton. Preparation of the Area Action Plan provides the opportunity to explore ways in which the new development can benefit these existing communities in the vicinity of the site.

## **B3 Have you identified any improvements or other changes that could be made from monitoring the data?**

The Draft NEC AAP is intended to assist with the delivery of a high quality, sustainable development, that will take into account ideas and opinions expressed through the public consultation exercise. Local residents, employees of local businesses and visitors to the site will have the opportunity to comment on the Draft AAP and help shape future plans for the North East Cambridge site.

It is anticipated an adopted NEC AAP will have a positive impact on several protected characteristics, due to the planned provision of a range of housing, services and facilities for all groups. For example, the provision of an integrated

public transport system for the plan area represents an opportunity to improve access for those with limited mobility.

#### **B4 Have you consulted external stakeholders about the Policy/Plan? If so, what were their views?**

The Greater Cambridge Shared Planning Service is working in partnership with Cambridgeshire County Council, Greater Cambridge Partnership, landowners, developers, the local community and interest groups to consider ways to deliver development on the site in a successful manner.

To date the Draft NEC AAP has undergone the following stages which have involved consultation with the various external stakeholders and groups within the local community:

- Research, evidence gathering and front-loading engagement (2014)
- Issues and Options 1 consultation (December 2014 – February 2015)
- Issues and Options 2 consultation (February 2019 – March 2019)

A list of consultees is attached as Appendix A to this document. Details of the representations received as part of these consultations are set out in the Statement of Consultation document which accompanies the Draft NEC AAP. These details can also be viewed on the [Greater Cambridge Planning website](#).

#### **B5 Have you undertaken any consultation with staff to assess their perception of any impacts of the Policy?**

A range of officers from within both Cambridge City Council and South Cambridgeshire District Council have been involved throughout the various stages of the plan making process, including those from Environmental Health, Urban Design, Development Management, Waste Disposal and Housing.

**B6 Provide information about any other consultation, research or involvement undertaken in relation to this impact assessment.**

The Draft NEC AAP will be subject to a ten-week public consultation with a range of stakeholders in accordance with the Greater Cambridge Shared Planning Service Statement of Community Involvement. A list of consultees is included in the Consultation Statement which will accompany the Draft Plan and is attached as Appendix A to this document.

## **C Opportunities to advance equality of opportunity and potential impacts of the Policy on different groups of people**

### **Age**

Relevant community organisations, such as Age UK, Cambridgeshire Older Peoples Enterprise and Centre 33 will be included in the consultation. Although there is no evidence of any negative impact on young people, it is often difficult to engage with younger members of the community. A range of measures are proposed to address this as part of the consultation on the Draft AAP, including the use of social media platforms to specifically target younger people and, where possible, holding events at local schools and colleges in line with any Covid-19 restrictions in place at the time. As part of the Issues and Options consultation in 2019 an event was held at Cambridge Regional College in order to encourage engagement with young people. In addition, local community groups will be contacted as part of the consultation and leaflets will be distributed to local businesses and residents with a view to reaching out to all age groups.

The Draft AAP consultation will seek views on housing need, including the needs for an ageing and young population.

House prices in the Cambridge area are particularly high and this has a negative impact on those sections of the population wishing to purchase their own home, particularly young people. The Draft AAP plans for the provision of 40% affordable housing for a range of household sizes which will benefit young people struggling to afford market housing and also families with children. The Draft Plan also makes provision for specialist housing, Care Homes and Assisted Living accommodation for the elderly.

Various employment uses proposed by the Draft AAP will support a range of opportunities at various skill levels, which will benefit people of working age. The Planning Service will engage with local business groups and forums in the area

online and through mailing lists. Where possible, consultation events will be arranged through existing businesses in the locality in order to engage with employers and employees. Any such events will need to comply with Covid 19 restrictions in force at the time. Previous consultations have included events at the Cambridge Science Park and St Johns Innovation Park. Local employment opportunities within the new development are explored within the Skills, Training and Local Employment Opportunities Topic paper which will be published alongside the Draft AAP.

The Draft AAP includes provision for appropriate primary and secondary school provision in addition to further social infrastructure such as children's play areas which will benefit families with young children. It is estimated that approximately 20% of the population residing within the North East Cambridge AAP will be under the age of 17, based on the number and range of residential units proposed by the Draft AAP. The Draft Plan proposes a range of community facilities to cater for all age groups, including public open space, retail and leisure facilities.

### **Impact on different age groups – Positive**

### **Disability**

Relevant community organisations are included in the consultation such as Disability Cambridgeshire, NHS Foundations Trust, Disability Panel, Lifecraft and CPSL Mind.

The consultation documents have been produced in an accessible format on the Greater Cambridge Planning website. All documentation can be made available on request in large copy print, audio cassette or Braille and Planning Officers will be available to meet individuals, subject to Covid 19 restrictions, to discuss proposals contained within the Draft Plan.

The Draft plan seeks to achieve high quality transport infrastructure to serve the site and will seek to provide access for all. A range of community facilities are proposed within a reasonable walking distance of residential areas which will be of particular

benefit to those with reduced mobility. The adopted Local Plans for the area include a range of policies requiring new developments to meet the needs of people with disabilities in terms of accessible and adaptable dwellings, healthcare and community facilities. Preparation of the AAP provides the opportunity to explore other ways of improving access for less mobile members of the community including the provision of benches of people needing to rest, tactile pavements, and wide pavements to accommodate mobility scooters.

The Draft AAP requires a proportion of the housing to be built to wheelchair housing design standard, along with a range of specialist housing such as care homes and sheltered housing.

Mental health issues can be common in new communities due to initial isolation and loneliness associated with a large number of people moving into a new area where social connections and community groups have not yet been established. As well as providing adequate healthcare options for people, it is important that community development and support are key elements in the creation of new communities. In the past on other significant development sites Community Development Workers have been appointed in order to help develop connections in the new community and facilitate capacity for new residents to network and support one another. It is envisaged that similar provision will be made for the new development at North East Cambridge

### **Impact on disabled people – Positive**

#### **Transgender**

Relevant community organisations are included in the consultation such as The Kite Trust and The Encompass Network.

No equality impacts specific to this group have been identified at this stage of the plan making process, however, there is a potential impact related to plans for healthcare access. This could be in terms of medical transitioning, for example, or

due to transgender people being more likely to experience mental health issues than the general population. Healthcare services are therefore important for this group.

The draft plan includes the provision of health care facilities which may result in a positive impact for this characteristic.

**Impact on people who do not identify with the gender they were assigned to at birth, including those who have changed gender identity – Neutral**

### **Marriage and civil partnership**

At present there is no evidence to suggest the Draft AAP will have a disproportionate effect on individuals attributable to their marital status. Hence no equality impacts have been identified.

**Impact on people who are married or in a civil partnership – Neutral**

### **Pregnancy and Maternity**

The Draft AAP proposes the provision of affordable housing on the site for a range of different household sizes, which will benefit families with children. It has been found that typically in new communities, there is a higher proportion than usual of families with children and under such circumstances a baby boom is likely to occur, which can put pressure on statutory services. The draft plan includes the provision of appropriate health care facilities which will be a positive impact for this characteristic.

The Draft plan proposes primary and secondary schools along with creche and nursery provision. Provision is also made in the Draft plan for children's play spaces, in addition to areas of informal public open space which will benefit the wider community.

## **Impact on pregnancy and maternity – Positive**

### **Race**

Relevant community organisations supporting people of different ethnicities will be consulted including the Cambridge Ethnic Community Forum, Friends Families and Travellers, the Irish Traveller Movement in Britain, The East Anglian Gypsy Council, and the Traveller Solidarity Network.

There is an established community of Travellers who live to the east of the Cambridge to Ely railway line bounding the AAP area. There are approximately 340 mobiles/caravans on the site, although this does not represent the number of pitches or households. Two of the roads have mobile home park licences, which means they can be rented out to anyone; hence these units are not necessarily occupied by Travellers. The Travellers on the Fen Road site tend to be Romani Gypsies or Eastern European.

In relation to the geography of the Fen Road site, there is currently only one road for access, Green End Road. This causes this community to experience exclusion from the surrounding area and has had negative implications when the level crossing needs to be closed with restricted access. There is a need to explore opportunities to provide better access to the Fen Road site.

It has been identified that Travellers have a lower level of literacy than other ethnic groups. In order to ensure that Travellers' views are considered, the consultation document will be written in plain English with minimal use of jargon. A glossary will be included to explain technical terms used within the document. A leaflet will be produced specifically for the Gypsy and Traveller community to encourage participation in the consultation exercise. Copies of the leaflet will be provided to Council staff who work directly with the community for distribution. The Councils' Gypsy and Traveller Site Liaison Officer has liaised with the community during previous consultation exercises and her advice will be sought prior to the Draft Plan consultation.



No specific equality impacts have been identified at this stage specific to other ethnic groups, although it has been found that there is a higher than average proportion of internationals (from all over the world) in new communities in other ethnic groups. All documentation relating to the Draft AAP will be made available on request in different languages and people will be able to feed back their responses through the Councils' translation/interpretation service providers. It is envisaged that a Community Development Worker will be appointed for the North East Cambridge development. Such an appointment would provide a valuable liaison point for internationals and could facilitate the formation of an international group within the community to provide support and advice for access to statutory services.

**Impact on different ethnic groups, including national origins, colour and nationality – Neutral**

**Sex**

Relevant community organisations will be consulted including Cambridgeshire Constabulary, Council Community Safety teams, CPSL Mind, Cambridge Women's Aid, Cambridge Women's Resource Centre, Cambridge Rape Crisis.

A higher proportion of males tend to be involved in crime and drugs, and the CB5 and CB4 postcode areas, in particular, have been reported to have a higher level of crimes for burglary. In addition, in a community needs assessment for Cambridge City undertaken in 2015 on women's experiences of living in Cambridge, women felt unsafe on the streets of Cambridge at night. A Community Safety Topic Paper will seek to address these issues in terms of establishing a safe community and fostering social inclusion. The topic paper will be published alongside the Draft AAP.

Social isolation is a factor in suicides and there are some indications that there may be higher than average incidence of suicides in large new developments because of the isolation experienced in the early years before a community is established. Both

sexes are affected, but the incidence of male suicides is generally higher than females. A Health and Well-being Topic Paper will explore these issues and propose appropriate recommendations.

### **Impact on sex - Neutral**

## **Religion or belief**

Consultation on the Draft AAP will include specific groups such as the Faiths Partnership and the Church of England Ely Diocese, in order to seek views on the provision of places of worship within the AAP.

### **Impact on different religious/faith groups – Neutral**

## **Sexual Orientation**

Relevant community organisations will be consulted on the Draft AAP including the Kite Trust and The Encompass Network.

No equality impacts have been identified at this stage specific to this equality group.

### **Impact on Sexual Orientation – Neutral**

**Other factors that may lead to inequality e.g. Low-Income groups or those experiencing the impacts of poverty, rurality, caring responsibility etc.**

Of the three wards adjoining the site, two are within the 20 most deprived wards in Cambridgeshire in terms of multiple deprivation, namely King's Hedges and East Chesterton. An Anti-Poverty Strategy Topic Paper exploring this issue has been prepared and will be published alongside the Draft AAP.

The Fen Road level crossing currently restricts vehicular and pedestrian/cycling movements between the Gypsy and Traveller community to the east of the railway and the wider area for large parts of the day when the crossing is closed. The Draft AAP proposes a new pedestrian and cycle bridge over the railway which will provide increased opportunities for access into and out this area. Whilst the existing level crossing is outside the Area Action Plan boundary, and consequently not covered by policies in the plan, the Greater Cambridge Shared Planning Service is committed to working with Network Rail and transport authorities to explore options to provide improved vehicular access for this community and the surrounding area as the plan process advances.

It can be difficult to involve some low-income groups in public consultation exercises if they have limited access to the internet and transport. The Planning Service will seek to place information regarding the Draft AAP within the public realm at accessible hubs and venues which are visited as part of residents' daily lives, at local supermarkets and food banks, for example. Where possible, local face to face consultation events will be organised during the consultation period. Such events will need to comply with any Covid-19 restrictions in place at the time. Relevant community organisations will be consulted including local resident associations, and other local community groups that are representative of the area.

The Draft AAP proposes a range of opportunities to assist low income groups and assist with addressing poverty in the area. This includes providing good pedestrian and cycle access to new local services, providing additional affordable housing that

could be made available to meet the local housing needs, and providing a greater number and range of employment and training opportunities for local people.

It will also be important to consider the interests of the new residents that will be moving to the development. There is evidence to indicate that some large new developments can create feelings of isolation with higher incidences of anti-social behaviour, suicide etc. It is important that community development and support is a key element in the creation of the community. There is also a risk of divide developing between the new and existing communities, and initiatives will be explored in order to integrate the communities where possible. For example, employment opportunities for local people could be secured through the adoption of a Community Engagement Strategy.

## **D Action Plan**

**New equality impacts will be identified in different stages throughout the planning and implementation stages of the North East Cambridge Area Action Plan. How will these be monitored going forward?**

Indicators will be monitored and reported in the Greater Cambridge Annual Monitoring Report produced by the Policy, Strategy and Economy Team. The Annual Monitoring Report is endorsed by Members and the monitoring data is supplied by Cambridgeshire County Council. More specifically the trajectories and objectives of the Area Action Plan will be monitored along with KPIs for each policy.

Any new equality impacts identified throughout the plan-making process will be reported in an updated EqIA.

## **E Recommendation**

**Recommend whether Cambridge City Council and South Cambridgeshire District Council should adopt, modify, pilot or reject the new policy/plan. Reasons for recommendation to be provided.**

It is recommended that the Draft North East Cambridge Area Action Plan continue to be progressed through the plan-making process, taking into account the equality issues raised in this assessment, and inform the Sustainability Appraisal. The Draft AAP will be published for consultation with members of the public and stakeholders. The consultation exercise will allow the opportunity for all sections of the local community to influence the final version of the plan.

## Sign off

Signature of Lead Officer:

Date:

Signature of Director:

Date:

## Appendix A

### List of Consultees for the Draft NEC AAP

The following organisations will be directly notified of the consultation on the Draft North East Cambridge Area Action Plan in accordance with the Town and County Planning (Local Planning) (England) Regulations 2012 via email or by post where no email address is available (individuals are not listed).

#### Duty to co-operate bodies

Cam Health (Clinical Commissioning Group)  
Cambridgeshire and Peterborough Clinical Commissioning Group  
CATCH (Clinical Commissioning Group)  
Civil Aviation Authority  
English Heritage  
Environment Agency  
Greater Cambridge & Greater Peterborough Local Enterprise Partnership  
Greater Cambridgeshire Local Nature Partnership  
Highways Authority  
Homes and Communities Agency  
Marine Management Organisation  
Natural England  
NHS England (The National Health Service Commissioning Board)  
Office of the Rail Regulator  
Transport for London

#### Specific Consultation bodies

Affinity Water  
Anglian Water  
Bedford Borough Council  
Bedfordshire and River Ivel Internal Drainage Board  
Braintree District Council  
British Gas

British Telecom Network Capacity Forecast  
Cambridge Crown Court  
Cambridge University Hospital (Addenbrooke's)  
Cambridge Water Company  
Cambridgeshire Constabulary  
Cambridgeshire County Council  
Central Bedfordshire Council  
E.On Energy  
East Cambridgeshire District Council  
Ely Group of Internal Drainage Boards  
Essex County Council  
Fen Ditton Parish Council  
Fenland District Council  
Forest Heath District Council  
Hertfordshire County Council  
Highways Agency  
Histon and Impington Parish Council  
Homes and Communities Agency  
Horningsea Parish Council  
Huntingdonshire District Council  
Hunts Health – Local Commissioning Group  
Landbeach Parish Council  
Middle Level Commissioners  
Milton Parish Council  
Npower  
National Grid Transco Property division  
Natural England  
Network Planning National Grid Gas Distribution  
Network Rail (Town Planning)  
NHS Cambridgeshire  
NHS Cambridgeshire and Peterborough Clinical Commissioning Trust  
NHS Property Services  
North Hertfordshire District Council  
Npower Renewables



Oakington and Westwick Parish Council  
Orchard Park Community Council  
Over and Willingham Internal Drainage Board  
Papworth NHS Trust  
Peterborough City Council  
Scottish and Southern Electric Group – SSE  
Scottish Power  
St. Edmundsbury Borough Council  
Suffolk County Council  
Swavesey Internal Drainage Board  
UK Power Networks (formerly EDF Energy Networks)  
Uttlesford District Council  
Waterbeach Parish Council

### **Councillors and MPs**

Cambridge City Council Members  
South Cambridgeshire District Council Members  
Cambridgeshire County Council Members (for Cambridge City and South Cambridgeshire wards)  
South Cambridgeshire Parish Councils  
Councils adjoining South Cambridgeshire District Council  
Local MPs

### **Community Organisations**

Alzheimer's Society  
Addenbrooke's Equalities Officer  
Advisory Council for the Education of Gypsy and other Travellers  
Age UK Cambridgeshire  
British Romany Union  
Brown's Field Community Centre  
Cambridge Citizens Advice Bureau

Cambridge Council for Voluntary Service  
Cambridge Ethnic Community Forum  
Cambridge Federation of Residents' Associations – FECRA  
Cambridge Forum for Disabled People  
Cambridge GET Group  
Cambridge Interfaith Group  
Cambridge Online  
Cambridge Rape Crisis  
Cambridge Women's Aid  
Cambridge Women's Resources Centre  
Cambridgeshire Acre  
Cambridgeshire Community Foundation  
Cambridgeshire Ecumenical Council  
Cambridgeshire Local Access Forum  
Cambridgeshire Older Peoples Enterprise (COPE)  
Camsight  
Care Network  
CPSL Mind  
Centre 33  
Disability Cambridgeshire  
Disability Panel  
Ely Diocesan Board  
Encompass Network  
EQIA Panels  
Equalities Panel  
Faiths Partnership  
Friends, Families and Travellers  
Fen Road Community Group  
FFT Planning  
Friends, families and Travellers Community Base  
Healthwatch  
Irish Traveller Movement in Britain – Traveller reform project  
Lifecraft (Mental health charity)  
MENTER

Milton Community Centre  
National Association of Health Workers with Travellers  
National Association of Teachers of Travellers  
National Federation of Gypsy Liaison Groups  
National Romany Rights Association  
National Travellers Action Group  
Ormiston Children's and Family Trust  
Richmond Fellowship  
Romany Institute  
Smith Fen Residents Association  
The Amusement Catering Equipment Society (ACES)  
The Association of Circus Proprietors  
The Association of Independent Showmen (AIS)  
The Church of England Ely Diocese  
The COVER Group  
The East Anglian Gypsy Council  
The GET Group  
The Gypsy and Traveller Law Reform Coalition  
The Gypsy Council (GCECWCR)  
The Kite Trust  
The Showman's Guild of Great Britain  
The Society of Independent Roundabout Proprietors  
The Traveller Law Reform Project  
The Traveller Movement  
Traveller Solidarity Network  
Work Advice Volunteering Education Training (WAVET)

### **Environmental Groups**

Cam Valley Forum  
Cambridge Carbon Footprint  
Cambridge Friends of the Earth  
Cambridge Past, Present and Future

Cambridgeshire Local Access Forum  
Campaign to Protect Rural England (CPRE)  
Conservators of the River Cam  
Countryside Restoration Trust  
Forestry Commission  
Landscape Institute  
National Trust  
RSPB Eastern England Office  
Sustrans (East of England)  
The CamToo Project  
The Varrier Jones Foundation  
The Wildlife Trust (BCN)  
The Woodland Trust – Public Affairs  
Transition Cambridge

### **Major City Businesses and Networks**

Airport Operators Association  
ARM Holdings  
Cambridge Ahead  
Cambridge Cleantech  
Cambridge Energy Forum  
Cambridge Hoteliers Association  
Cambridge Network  
Cambridge Science Park (Trinity College)  
Cambridgeshire Chambers of Commerce  
Chemical Business Association  
Confederation of British Industry – East of England  
CRACA (Cambridge Retail and Commercial Association)  
Creative Front  
Ely Cathedral Business Group  
Encompass Network  
Federation of Small Businesses

Freight Transport Association  
Future Business  
Institute of Directors – Eastern Branch  
Love Cambridge  
Marshalls Group of Companies  
One Nucleus  
Redgate Software  
Road Haulage Association  
Royal Mail Group Ltd

## **Education**

Anglia Ruskin University  
University of Cambridge Estate Department  
Colleges of the University of Cambridge  
The Bursars' Committee  
Cambridge Sixth Form Colleges  
Cambridge Regional College  
Local Secondary Schools in Cambridge  
Local Cambridge Primary Schools

## **Local Residents Associations/Groups**

Bradmore & Petersfield Residents Association  
Cambanks Residents Society Ltd  
Cambridge Federation of Tenants Leaseholders & Residents Associations  
East Chesterton Community Action Group  
FeCRA (Federation of Cambridge Residents Associations)  
Fen Estates and Nuffield Road RA (FENRA)  
Fen Road Steering Group  
Friends of Stourbridge Common  
Iceni Homes (Hundred Houses) Tenants' Association  
Kings Hedges Neighbourhood Partnership

Nuffield Road Allotment Society  
Old Chesterton Residents' Association  
One Hundred Houses Residents' Association  
Protect Union Land group  
Save Our green Spaces  
Three Trees Residents' Association

### **Key Delivery Stakeholders**

Ambury Developments Ltd  
Anglian Water Services Ltd  
Cambridge Business Park – The Crown Estate  
Cambridge City Council property Services  
Cambridgeshire County Council Estates Department  
Cambus Ltd (Stagecoach)  
Compserve Ltd  
Coulson & Son Ltd  
Cranston Properties Ltd  
David William Poyntz Kendrick & Elizabeth Anne Kendrick  
Dencora Trinity LLP  
Friends First Life Assurance Company Ltd  
Graham Martin Dacre

### **Landowners**

Network Rail Infrastructure Ltd  
Rathbone Pension & Advisory Services (Trustees Ltd) and Anthony James  
Alexander Helme  
Santino Barresi & Antonio Barresi  
Secretary of State for Transport  
St.John's Innovation Centre (The Master, Fellows and Scholars of the College of St  
John The Evangelist in the University of Cambridge)  
Stuart James Woolley

The Company of Biologists Ltd

### **Developers/Agents/Registered Providers**

A2 Dominion Housing Group

Accent Nene Housing Society Limited

Artek Design House

Barratt Eastern Counties

Barton Wilmore

Beacon Planning Ltd

Bedfordshire Pilgrims Housing Association

Bellway Homes

Berkeley Homes

Bidwells

Bovis Homes Ltd

Brookgate

Cambridge and County Developments (formerly Cambridge Housing Society)

Capita Symonds

Carter Jonas

Chartered Institute of Architectural Technologist

Cheffins

Circle Anglian Housing Trust

Countryside Properties

Crown Estate

DPP

Drivers Jonas

Estate Management and Building Service, University of Cambridge

Flagship Housing

Gallagher Estates

Granta Housing Society Limited

Grosvenor USS

Hastoe Housing Association

Home Builders Federation

Hundred Houses Society Limited  
Iceni Homes Ltd  
Januarys  
Jephson Housing Association Group  
Kier Partnership Homes Ltd  
King Street Housing Society  
Liberty Property Trust  
Luminus Group  
National Housing Federation  
Paradigm Housing Group  
Persimmon Homes East Midlands Ltd  
Pigeon Land  
Quy Estate  
Quy Farms Ltd  
RLW Estates and Defence Infrastructure Organisation  
RPS  
Sanctuary Housing Association  
Savills  
Skanska UK Plc  
Taylor Wimpey Developments Ltd  
Terence O'Rourke  
The Cambridgeshire Cottage Housing Society  
The Home Builders Federation  
The Howard Group of Companies  
The Papworth Trust  
The Universities Superannuation Scheme  
Turnstone Estates Ltd (c/o Januarys)  
Unex

#### **Other**

Abellio Greater Anglia  
BT Open Reach New Sites



Building Research Establishment  
Cable and Wireless UK  
Cambridge Allotment Networks  
Cambridge And District CAMRA – Campaign for Real Ale  
Cambridge Association of Architects  
Cambridge Cycling Campaign  
Cambridge Dial-a-Ride – Community  
Cambridge Federation of Tenants and Leaseholders  
Cambridge Local Access Forum  
Cambridge University Hospitals NHS Foundation Trust  
Cambridgeshire and Peterborough Association of Local Councils  
Cambridgeshire Campaign for Better Transport  
Cambridgeshire Fire and Rescue Service  
Cambridgeshire Fire Service (Operational Support Directorate)  
Care Network Cambridgeshire  
Centre for Ecology and Hydrology Directorate  
Church Commissioners  
Country Land and Business Association  
Defence Infrastructure Organisation  
Defence Lands Ops North  
Department for Business Innovation and Skills  
Department for Transport  
Department of Environment, Food and Rural Affairs  
Design Council/CABE  
Education Funding Agency  
Equality and Human Rights Commission  
Fields in Trust  
Friends of Milton Road Library  
Great Ouse Boating Association  
Hazardous Installations Inspectorate  
Health and Safety Executive  
Local businesses in the Cambridge Northern Fringe East Area Action Plan area.  
Milton Country Park  
Ministry of Defence

Mobile Operators Association  
National House Building Council  
Network Regulation  
Post Office Property  
Ramblers' Association (Cambridge Group)  
Registered Social Landlords (TBD)  
Renewable UK  
Respondents to the Cambridge Northern Fringe East policies in the Cambridge City Council Local Plan: Proposed Submission 2014 and the South Cambridgeshire District Council Draft Local Plan.  
RLW Estates and Defence Infrastructure Organisation  
Shelter  
Skills Funding Agency  
Sport England (Football, Tennis, Ice Sports Associations, etc)  
Tenants and leaseholders in the Cambridge Northern Fringe East Area Action Plan area including St John's Innovation Centre, Cambridge Business Park and Cambridge Science Park.  
The Linchpin Project  
The Magog Trust  
The Theatres Trust  
Travel for Work Partnership  
Travel Plan Plus for the Northern Fringe (Local Transport Plan Network)  
Visit East Anglia Ltd  
Whippet Coaches Ltd

# APPENDIX E1

## Policy Appraisal

### Vision and Objectives

#### Vision

No reasonable alternatives identified.

Table .1 Vision

SA objective	A
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+
3. Protect and where possible enhance the quality of the water environment	0
4. Avoid adverse effects on designated sites and protected species	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++
8. Reduce vulnerability to future climate change effects	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+
10. Improve the quantity and quality of publicly accessible open space	0
11. Ensure everyone has access to decent, appropriate and affordable housing	+
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++
15. Support appropriate investment in people, places, communities and other infrastructure	++
16. Reduce the need to travel and promote more sustainable travel choices	++

The vision focuses on creating a socially and economically inclusive place, which is expected to help reduce inequalities and improve the number and range of jobs available, leading to significant positive effects for SA objectives 12 (equality), 14 (economy) and 15 (infrastructure). Significant positive effects are also expected for SA objective 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel), as the vision sets out that the AAP area should be low-carbon and walkable, including having all necessary local services and facilities on the doorstep, thereby reducing the need to travel by car.

Minor positive effects are expected with regards to SA objectives 2 (air quality and pollution), 9 (health and wellbeing) and 11 (housing), as encouraging active travel will help to minimise emissions of air pollutants from vehicle transport, improve health of residents and workers, and a socially inclusive place is expected to provide a variety of housing, including affordable housing.

### Recommendations

The vision focuses on social and economic factors, with minimising carbon as the only environmental factor mentioned. Whilst environmental enhancement, such as green and blue infrastructure, biodiversity and water quality, is mentioned in the 'how vision will be delivered' text, it is recommended this is incorporated into the vision itself.

### Strategic Objectives

The Strategic Objectives are as follows:

1. NEC will deliver a low environmental impact urban district, addressing both the climate and biodiversity emergencies.
2. NEC will be placemaking led to create urban living within an innovation district.
3. NEC will help meet the strategic needs of Cambridge and the sub-region.
4. NEC will be a new healthy and safe neighbourhood.

No reasonable alternatives to the strategic objectives were identified.

Table .2 Strategic Objectives

SA objective	1	2	3	4
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	++	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	0	+/-	+
3. Protect and where possible enhance the quality of the water environment	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	+	0	0	++
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++	0	0	++
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+?	++	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+	+/-	+
8. Reduce vulnerability to future climate change effects	+	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	0?	0	++
10. Improve the quantity and quality of publicly accessible open space	+?	0?	0	++
11. Ensure everyone has access to decent, appropriate and affordable housing	0	++	++	0

SA objective	1	2	3	4
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	++	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	+	+	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	++	++	+
15. Support appropriate investment in people, places, communities and other infrastructure	+	+	+	+
16. Reduce the need to travel and promote more sustainable travel choices	++	+	+/-	++

### 1. NEC will deliver a low environmental impact urban district, addressing both the climate and biodiversity emergencies

Significant positive effects are expected for SA objectives 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel), as the vision sets out that the AAP area should be low-carbon and walkable, including having all necessary local services and facilities on the doorstep, thereby reducing the need to travel by car. This is also likely to result in minor positive effects for SA objective 2 (air quality and pollution). Significant positive effects are also expected for SA objective 5 (biodiversity) and minor positive effects for SA objective 4 (protected habitats and species), as this objective seeks to address the biodiversity emergency.

This objective promotes provision of green infrastructure, which may help to enhance townscape character and attract inward investment, resulting in minor positive effects for SA objectives 6 (landscape and townscape) and 14 (economy). This GI enhancement may include new open space and help integrate climate change resilience, both of which will benefit human health, resulting in minor positive effects for SA objectives 8 (climate change resilience), 9 (health and wellbeing) and 10 (open space). Together, these factors will help address equalities, by opening up more opportunities without having to rely on access to a car or ability to drive, and will support investment in people, places and communities, resulting in minor positive effects for SA objectives 12 (equality) and 15 (infrastructure).

### 2. NEC will be placemaking led to create urban living within an innovation district

Significant positive effects are expected for SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape), as this objective seeks to make best and most effective use of land and promotes placemaking and well-designed places, including buildings with their own identity.

Significant positive effects are identified with regards to SA objectives 11 (housing) and 14 (economy), as this objective states that a range of new homes will be provided, as well as a range of employment space that is adaptable to changing needs over time.

Minor positive effects are expected for SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), as providing mixed use development and collaborative spaces, supported by cafes, leisure and cultural facilities, will help to reduce the need to travel by car, therefore minimising greenhouse gas emissions. Minor positive effects are also expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as this objective is expected to lead to investment in and provision of local services and facilities, through mixed use development and integrating cultural and leisure uses with collaborative spaces. These objectives will also be supported by promoting links to educational and business uses. Encouraging links between business and education could also help to open up more opportunities to local people and address inequalities, therefore supporting SA objective 12 (equality).

Whilst effects for SA objectives 9 (health and wellbeing) and 10 (open space) are expected to be negligible, there is some uncertainty, as the 'well-designed spaces' referred to could include open space and spaces for leisure and recreation. However, these SA objectives are more likely to be addressed by other Strategic Objectives of the AAP.

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

Significant positive effects are expected for SA objective 11 (housing), as this objective looks to ensure NEC helps make a significant contribution to the housing needs of Greater Cambridge area and the wider Cambridge-Milton Keynes-Oxford Growth Corridor. Significant positive effects are also expected for SA objective 12 (equality), as it promotes social justice and equality. This will also be supported by provision of community and communications infrastructure, which provide opportunities for support and socialisation for the less mobile and those at risk of isolation, such as the elderly and stay at home parents. Supporting provision of community facilities and other infrastructure when people need it, and high quality communications infrastructure is also expected to have minor positive effects in relation to SA objectives 13 (services and facilities) and 15 (infrastructure).

Significant positive effects are also expected for SA objective 14 (economy), as this objective seeks to build on NEC's importance in the wider economy, whilst layering and unlocking investment in infrastructure may help ensure efficient economic growth.

Mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). This is because the objective seeks to create a self-sustaining place, which will minimise the need to travel, e.g. to access services and supports reliable, high quality communications, which will allow more online collaboration and working from home. However, continuing to build on the strategic importance of NEC, particularly in relation to the wider Cambridge-Milton Keynes-Oxford Growth Corridor, may necessitate increased travel and vehicle movements to and from the site.

### 4. NEC will be a new healthy and safe neighbourhood

Promoting active travel is likely to lead to a reduction in travel by car, which will have minor positive effects on SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions), and significant positive effects for SA objective 16 (sustainable travel). Significant positive effects are also expected for SA objectives 4 (protected habitats and species) and 5 (biodiversity), as this objective seeks to conserve and enhance the natural environment.

Significant positive effects are also expected for SA objectives 9 (health and wellbeing) and 10 (open space), as this objective directly addresses human health and wellbeing, including provision of access to open space, sports and recreational facilities. Improved accessibility to these facilities will also have minor positive effects on SA objectives 13 (services and facilities) and 15 (infrastructure). Minor positive effects are expected for SA objective 14 (economy), because improved health outcomes will result in a more productive workforce, therefore supporting the local economy.

#### Recommendations

Whilst the objectives address many topics, they do not address water quality and quantity, therefore it is recommended this is explicitly referred to in the sub-objectives for Strategic Objective 1.

The objectives refer to minimising climate change mitigation but only touch lightly on climate change adaptation. It is recommended that the sub-objective to Strategic Objective 1 '...embed the challenge of climate change resilience' is strengthened by rewording to 'ensure the NEC is resilient to the effects of climate change'. Similarly, the importance of climate change adaptation could be recognised in other objectives, for example with regards to ensuring the economy is resilient to this and minimising the effects of climate change on people's health.

## Chapter 1 – Comprehensive Development

### Policy 1: Overarching Principles

- A. Preferred Policy – Overarching Principles
- B. Alternative option – Retain the existing Local Plan policies for allocated sites within North East Cambridge
- C. Alternative option – Enable sites to come forward for development contrary to the spatial framework for North East Cambridge
- D. Alternative option – Enable piecemeal and uncoordinated development of sites within North East Cambridge

Table .3 Policy 1: Overarching principles

SA objective	A	B	C	D
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SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	?	?	?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++/-?	0?	++/-?	++/-?
3. Protect and where possible enhance the quality of the water environment	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	+	+	+	+
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++	+	++	++
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+?	0?	+?	+?
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+/-?	++/-?	++/-?
8. Reduce vulnerability to future climate change effects	+?	0	+?	+?
9. Maintain and enhance human health and wellbeing and reduce inequalities	++	0	++?	++?
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	+?	++?	++?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	0	+	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+/-?	+?	+?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	+?	++?	++?
15. Support appropriate investment in people, places, communities and other infrastructure	++	+/-?	++/-?	++/-?
16. Reduce the need to travel and promote more sustainable travel choices	++	+/-?	++/-?	++/-?

#### A. Preferred policy

Significant positive effects are expected for SA objective 5 (biodiversity) and minor positive effects for SA objective 4 (protected habitats and species), as the policy states that the NEC must enhance biodiversity in the area.

Significant positive effects are expected with regards to SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), as the overarching principles include a modal shift in transport and the requirement for NEC to make a significant positive contribution to support the transition to a zero-carbon society. Significant positive effects are also expected for SA objective 9 (health and wellbeing), as the policy requires interventions to deliver community health and wellbeing standards set out in the vision and ambition for the area, as well as encouraging community spirit and involvement in decision-making. Health benefits will also arise from promoting active travel, lower levels of car use and biodiversity enhancements.

Significant positive effects are expected for SA objectives 11 (housing), 14 (economy) and 15 (infrastructure) as the policy makes provision for 8,150 new homes and 28,000 new jobs in the NEC, along with new physical, social and environmental infrastructure to meet the needs of NEC and the surrounding communities.

Minor positive effects are expected for SA objective 1 (land, soils and mineral resources), as redevelopment of NEC is likely to help make best use of the land, most of which is previously developed. Mixed significant positive and minor negative uncertain effects are also expected for SA objective 2 (air quality and pollution), as a modal shift in transport is likely to minimise emissions of air pollutants, but parts of the site are likely to be contaminated and will need to be investigated and likely remediated prior to redevelopment.

Minor positive effects are identified for SA objectives 6 (landscape and townscape) and 8 (climate change resilience), as the creation of a distinct, well-designed city district could help to define and enhance the local townscape within NEC and provide some resilience to climate change, through environmental enhancements, such as green infrastructure. Minor positive effects are also identified for SA objectives 12 (equality) and 13 (services and facilities) as the policy requires local residents, community groups and organisation to be involved in shaping NEC and states that new social infrastructure will be provided to support NEC.

#### **B. Alternative option – Retain the existing Local Plan policies for allocated sites within North East Cambridge**

This option would rely on Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan, which allocate the AAP area for mixed-use development.

Minor positive uncertain effects are expected for SA objectives 11 (housing) and 14 (economy), as the site would still be allocated for housing and employment but the quanta of development to come forward would not be specified. In addition, existing policy does not assume the WwTW will be relocated, therefore the quanta of development able to be accommodated would be much lower without this. Minor positive effects are also recorded for SA objectives 4 (protected habitats and species) and 5 (biodiversity), as the existing policy requires ecological mitigation, compensation and enhancement.

Mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel), as this option would include a new transport interchange as the site, along with pedestrian and cycling links. However, as there would be more uncertainty regarding the location of development within NEC, it would be difficult to plan for provision of local services, facilities and infrastructure in the right places, which could result in people travelling by car to access these.

#### **C. Alternative option – Enable sites to come forward for development contrary to the spatial framework for North East Cambridge**

This option performs similarly to the preferred policy, with the following exceptions.

Significant effects are still expected for SA objectives 11 (housing) and 14 (economy), but there is some uncertainty associated with these, as this option may result in development coming forward in sub-optimal locations. The significant positive effects identified for SA objective 15 (infrastructure) are mixed with minor negative effects, as this option may hinder creation of a cohesive community.

Uncertain effects are recorded for SA objective 1 (land, soils and mineral resources), as effects depends on where development comes forward under this option.

Mixed significant positive and minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). This is because, whilst the policy would still require development to make a significant positive contribution to support the transition to a zero-carbon society, allowing sites to come forwards outside of the spatial framework would make it difficult to plan for provision of local services, facilities and infrastructure in the right places, which could result in people travelling by car to access these. The positive effects on SA objectives 9 (health and wellbeing) and 13 (services and facilities) now have associated uncertainty for the same reason, i.e. they may not be easily accessible to residents and workers in NEC.

#### **D. Alternative option – Enable piecemeal and uncoordinated development of sites within North East Cambridge**

This option is expected to have the same effects as alternative option C, as it will also result in development coming forward in locations that are currently unknown, outside of the spatial framework.



## Recommendations

This policy reiterates the vision and much of what is set out in the Strategic Objectives but could be enhanced by specifically referring to the Strategic Objectives and requiring the measures set out in the objectives and sub-objectives to be brought forward.

### Policy 2: Comprehensive and Coordinated Development

#### A. Preferred policy – Comprehensive and Coordinated Development

No reasonable alternatives identified.

Table .4 Policy 2: Comprehensive and Coordinated Development

SA objective	A
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+
3. Protect and where possible enhance the quality of the water environment	0?
4. Avoid adverse effects on designated sites and protected species	0?
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	+
8. Reduce vulnerability to future climate change effects	+
9. Maintain and enhance human health and wellbeing and reduce inequalities	++
10. Improve the quantity and quality of publicly accessible open space	++
11. Ensure everyone has access to decent, appropriate and affordable housing	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0
15. Support appropriate investment in people, places, communities and other infrastructure	+
16. Reduce the need to travel and promote more sustainable travel choices	++

## A. Preferred policy

Significant positive effects are expected with regards to SA objectives 9 (health and wellbeing), 10 (open space) and 16 (sustainable travel), as the policy requires development to secure a modal shift to more sustainable modes of transport, including walking and cycling, and also requires provision of connected open space and green links, which will provide new recreational resources.

Minor positive effects are recorded for SA objectives 2 (air quality and pollution), 5 (biodiversity) and 7 (greenhouse gas emissions), as provision of walking and cycling routes may encourage active transport, leading to a reduction in car use and associated emissions and the policy requires biodiversity net gain. Minor positive effects are also expected for SA objective 6 (landscape and townscape), as the policy requires proposals to be landscape- and design-led, and to contribute to creation of place and to integrate with the character of the surrounding area. Minor positive effects are identified for SA objective 8 (climate change resilience) as the policy requires masterplans to 'respond to the impacts of climate change' but doesn't detail what this should include. Minor positive effects are expected for SA objective 15 (infrastructure), as the policy requires masterplans to set aside land for infrastructure provision and connect and contribute to communications grids.

Negligible uncertain effects are recorded for SA objectives 3 (water) and 4 (protected habitats and species), as the policy refers to successfully mitigating 'environmental constraints' but does not set out what these are or what mitigation would be considered appropriate.

### Recommendations

The policy could be strengthened to address the uncertainties highlighted in the assessment above. For example, with regards to responding to the impacts of climate change, the policy could specify the need to include SuDS, green infrastructure and consider layouts that allow for temperature regulation. With regards to mitigating environmental constraints, the policy should refer to the mitigation hierarchy and be more specific about whether this relates to air, water, biodiversity, noise or landscape issues etc.

The policy refers to biodiversity net gain but could be strengthened by specifying how this should be measured, e.g. through the DEFRA metric.

## Chapter 2 – Climate change and sustainability

### Policy 3: Designing for the climate emergency

#### Policy options

- A. Preferred policy – Designing for the climate emergency
- B. Alternative option – Status quo: Rely on existing policy

Table 5 Policy 3: Designing for the climate emergency

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	0
3. Protect and where possible enhance the quality of the water environment	++	+
4. Avoid adverse effects on designated sites and protected species	+	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	0

SA objective	A	B
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+
8. Reduce vulnerability to future climate change effects	++	+
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+
10. Improve the quantity and quality of publicly accessible open space	+	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	+	0

### A. Designing for the climate emergency

Significant positive effects are expected in relation to SA objective 3 (water) as the policy sets out that the principles of sustainable design and construction must be clearly integrated into the design of NEC. All development proposals shall be accompanied by a Sustainability Statement which will outline water management and adaptation to climate change. Furthermore, development must be designed to maximise resource efficiency and identify, source and use environmentally and socially responsible materials, the development must include high levels of water efficiency to reduce water stress.

Significant positive effects are also expected against SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience) as this policy outlines how development in NEC will need to support the transition to a net zero carbon society. Consideration must be given to carbon emissions associated with operational energy and construction, including materials and wider emissions such as those associated with transport. Development must also be supported by decentralised renewable and low carbon energy combined with smart approaches to energy infrastructure including energy storage. The policy also outlines that the district must ensure it builds resilience to climate change through green infrastructure and considering the wide range of climate risks. Therefore, building resilience to and reducing the area's vulnerability to climate change is addressed through this policy.

Minor positive effects are expected against SA objectives 2 (air quality and pollution), 4 (protected habitats and species), 5 (biodiversity), 6 (landscape and townscape), 9 (health and wellbeing), 10 (open space), 12 (equality), 14 (economy) and 16 (sustainable travel) as this policy aims to reduce carbon emissions, which will likely have a positive effect on air pollution due to disincentivising use of private vehicles, incorporate green infrastructure, which could include green spaces around the development which increases health and wellbeing, access to green space and wildlife habitats, and consider transport, mobility and access. In addition, the incorporation of green infrastructure could improve the public realm thereby enhancing the townscape of the area. All of which will improve the adaptability of the local economy to a net zero carbon society.

### B. Rely on existing policy

This option would rely on Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use of the Cambridge Local Plan and policies CC/1, CC/3, CC/4 and CC/6 of the South Cambridgeshire Local Plan, which

relate to mitigation and adaptation to climate change; renewable and low carbon energy; water efficiency and construction methods, respectively.

Minor positive effects are expected for SA objective 3, as both the existing Cambridge Local Plan and South Cambridgeshire Local Plan promote efficient use of water resources. Minor positive effects are expected for SA objective 7, as these policies seek to reduce greenhouse gas emissions compared to a business as usual approach, but do not reflect the strong drive of the preferred policy towards zero carbon.

### Recommendations

No recommendations.

### Policy 4: Energy and associated infrastructure

#### Policy options

- A. Preferred policy – Energy and associated infrastructure
- B. Alternative option – Status quo: Rely on existing policy

Table 6 Policy 4: Energy and associated infrastructure

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++?	++
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0

SA objective	A	B
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

### A. Energy and associated infrastructure

Significant positive effects are expected against SA objective 7 (greenhouse gas emissions) as this policy outlines how development will be delivered in line with the Site Wide Energy and Infrastructure Study and Energy Masterplan, which is currently being developed. The aim of the study and masterplan is to support the energy demands of the development and the transition to net zero carbon, considering energy use in buildings and transportation thereby reducing the development's contribution to climate change. Development of the energy masterplan will help to identify opportunities for decentralised energy including district energy systems.

Minor positive effects are expected against SA objective 2 (air quality and pollution) as the promotion of innovative smart energy that reduces carbon emissions will also help to reduce air pollution resulting from burning of fossil fuels.

Uncertainty is attached to each positive effect as it is not clear what the outcomes of the Site Wide Energy and Infrastructure Study and Energy Masterplan will require.

### B. Rely on existing policy

This option would rely primarily on policies 28, 29 and 85 of the Cambridge Local Plan and Policies CC/1, CC/2, CC/3 and TI/8 of the South Cambridgeshire Local Plan. These policies promote renewable and low carbon energy generation, as well as carbon reduction, therefore having similar effect on SA objective 7 (greenhouse gas emissions) as the preferred option.

### Recommendations

It is recommended that additional text is added to promote local energy communities and local collaboration to encourage community ownership of any decentralised energy network opportunities that may arise from the Energy Masterplan. This will add significant positive effects for the longevity and vitality of the local economy and reduce inequalities.

It is also recommended that the policy clearly states the key outcomes required as a result of implementing the energy masterplan, in terms of achieving net zero carbon emissions and energy efficiency.

## Policy 5: Water Efficiency

### Policy options

- A. Preferred policy – Water Efficiency
- B. Alternative option – Status quo: Rely on existing policy

Table 7 Policy 5: Water Efficiency

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	++	++?
4. Avoid adverse effects on designated sites and protected species	0	0

SA objective	A	B
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	+	+
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

### A. Water Efficiency

Significant positive effects are also expected against SA objective 3 (water) as this policy states that all new residential development must achieve, as a minimum, water efficiency equivalent to 110 litres/person/day. Also, proposals for non-residential development must achieve 5 BREEAM credits for water use. Consideration should also be given to community scale approaches to water, taking an integrated approach to water management.

Minor positive effects are expected against SA objective 8 (climate change resilience) as improving water efficiency will help adapt to lower water availability, which is likely to occur as a result of climate change.

### B. Rely on existing policy

This option would rely on Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use of the Cambridge Local Plan and Policy CC/4: Water efficiency of the South Cambridgeshire Local Plan. These policies also require water use to be limited to 110 litres/person/per day and between 2 and full BREEAM credits for water use for non-residential development. As such, similar effects are expected to the preferred policy, but the effect for SA objective 3 (water) is uncertain, as there would be different requirements with regards to non-residential water use across the site.

### Recommendations

No recommendations.

## Chapter 3 – Land Use

### Policy 6: Business

#### Policy options

- A. Preferred policy – Policy 6: Business
- B. Alternative option – Only locate additional B1 floorspace within the existing employment sites (Cambridge Science Park, St Johns Innovation Park, Cambridge Business Park).
- C. Alternative option – New B1 floorspace to be solely focused on science and technology premises.
- D. Alternative option – No provision to SME/start-up/incubation units within NEC.
- E. Alternative option – Prescribing upper net additional floorspace figures for B1a, B1b and B1c separately rather than combined.
- F. Alternative option – The loss of B1 floorspace from Cowley Road and Nuffield Road Industrial Estates
- G. Alternative option – No net additional B1 floorspace within NEC.

Table *Error! No text of specified style in document.*.8 Policy 6: Business

SA objective	A	B	C	D	E	F	G
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	++	++	++	++	++	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+/-	+/-	+/-	+/-	+/-	+/-	+/-
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	-?	-?	-?	-?	-?	-?	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+	+	+	+	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	+	+	+	+	+
8. Reduce vulnerability to future climate change effects	0	0	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+	+	+	+/-	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	+?	++	++	++	++	++
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+?	+?	+	+	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	++	++?	++?	++	++/-	++
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	++	++	++?	++	++/-	+
15. Support appropriate investment in people, places, communities and other infrastructure	+	+	+	+	+	+	+
16. Reduce the need to travel and promote more sustainable travel choices	++	++	++	++	++	++	++

## **A. Policy 6: Business**

The preferred policy is expected to have a significant positive effect on SA objectives 13 (services and facilities) and 14 (economy) because it proposes the development of up to 252,000m<sup>2</sup> new employment floorspace, in addition to intensifying existing employment floorspace on site. This will improve access to training for all and support the provision of skilled employees to the economy. A significant positive effect is also expected against SA objective 1 (land, soils and mineral resources) because the intensification of existing employment floorspace makes efficient use of land.

A significant positive effect is also expected against SA objective 16 (sustainable travel) because the preferred policy states that development proposals will need to demonstrate how they will support the use of sustainable modes of travel, in addition to a reduction in private car use. The preferred policy also references the AAP vision, which is to create a mixed-use city district where employees have good accessibility on foot and cycle to local services and facilities. Furthermore, the location of residential and employment development in close proximity is expected to reduce the need to travel. For these reasons, a minor positive effects is expected for SA objective 7 (greenhouse gas emissions).

A significant positive effect is also expected against SA objective 11 (housing) because the preferred policy makes provision for residential development, particularly at the Nuffield Road Industrial Estate where only residential development is proposed.

Minor positive effects are expected against SA objectives 9 (health and wellbeing), 12 (equality) and 15 (infrastructure) because the creation of employment opportunities will have a positive effect on people's wellbeing and help reduce inequality. The creation of a mix of employment opportunities will address different people's employment needs at the same time as ensuring equal access for all. The effect against SA objective 15 (infrastructure) is recorded as uncertain because the actual effect will depend on the training opportunities available as a result of development.

A minor positive effect is expected against SA objective 6 (landscape and townscape) because development proposals must demonstrate how they will support a quality public realm and physical environment. A minor positive effect is also expected against SA objective 7 (greenhouse gas emissions) because the promotion of sustainable modes of transport will reduce greenhouse gas emissions, minimising impacts on climate change.

A mixed minor positive and minor negative effect is identified against SA objective 2 (air quality and pollution) because although the use of sustainable modes of travel are encouraged, certain B1 uses may be more polluting than others (e.g. industrial processes) and some land may be contaminated from its previous use, particularly at the Anglian Water site. Minor negative uncertain effects are expected for SA objective 4 (protected habitats and species), as the Anglian water site is adjacent to the Milton Road Hedgerows City Wildlife Site, which could be damaged, disturbed or lost to redevelopment of the area.

## **B. Only locate additional B1 floorspace within the existing employment sites (Cambridge Science Park, St Johns Innovation Park, Cambridge Business Park).**

This alternative option is expected to have the same effects as the preferred policy, with the exception of SA objectives 1 (land, soils and mineral resources) and 11 (housing). A minor positive effect is expected against SA objective 11 (housing) because this alternative option seeks to locate additional B1 floorspace at the Cambridge Business Park, where new homes are expected as part of development. The effect is recorded as uncertain because it is unknown whether the increase in B1 floorspace will result in there being less space for residential development. The significant positive effect expected against SA objective 1 (land, soils and mineral resources) is not uncertain like the preferred policy because it doesn't include the Anglian Water site.

## **C. New B1 floorspace to be solely focuses on science and technology premises.**

Alternative option C is expected to have the same effects as the preferred policy, with the exception of SA objectives 12 (equality) and 13 (services and facilities). Uncertainty is added to the minor positive and significant positive effects expected against SA objectives 12 (equality) and 13 (services and facilities), respectively, because focusing on science and technology premises means that there may not be as large a range of employment and training opportunities available.

It is noted that this alternative option would reduce the amount of pollution generated because industrial floorspace would be replaced by science and technology floorspace. However, the effect remains the same because although sustainable modes of travel are encouraged, the amount of development proposed could result in an overall increase in people travelling to the site via private car.

## **D. No provision to SME/start-up/incubation units within NEC.**

Alternative option D is expected to have the same effects as the preferred policy, with the exception of SA objectives 12 (equality), 13 (services and facilities) and 14 (economy). Uncertainty is added to the positive effects expected against SA



objectives 12 (equality), 13 (services and facilities) and 14 (economy) because discouraging the development of SMEs/start-up/incubation units means that there may not be as large a range of employment and training opportunities available to all. Indeed, SME/start-up/incubation units play an important role in Cambridge's position as one of the UK's most competitive cities.

A mixed minor positive and minor negative effect is expected against SA objective 12 (equality) because SMEs/start-up/incubation units will not be supported in NEC.

**E. Prescribing upper net additional floorspace figures for B1a, B1b and B1c separately rather than combined.**

Alternative option E is expected to have the same effects as the preferred policy.

**F. The loss of B1 floorspace from Cowley Road and Nuffield Road Industrial Estates.**

Alternative option F is expected to have a significant positive effect against SA objective 11 (housing) because it makes provision for residential development, particularly at the Nuffield Road Industrial Estate where only residential development is proposed. It is not clear from this option but the loss of B1 floorspace at Nuffield Road Industrial Estate could create more space for housing. A significant positive effect is also expected against SA objective 16 (sustainable travel) because the preferred policy states that development proposals will need to demonstrate how they will support the use of sustainable modes of travel, in addition to a reduction in private car use.

Mixed significant positive and minor negative effects are expected against SA objectives 13 (services and facilities) and 14 (economy) because although the policy will provide large-scale employment development, the loss of B1 floorspace at Cowley Road and Nuffield Road Industrial Estates will have an adverse effect on availability of employment space.

Minor positive effects are expected against SA objectives 12 (equality) and 15 (infrastructure) because despite the loss of B1 floorspace, there will still be a large amount of employment floorspace available, and a range of employment opportunities.

A mixed minor positive and minor negative effect is expected against SA objective 9 (health and wellbeing) because although employment opportunities will still be available to a large number of people, the loss of B1 floorspace could result in a loss of certain types of employment, with adverse effects on people's health and wellbeing who may be made redundant or have less job security/opportunity.

**G. No net additional B1 floorspace within NEC.**

This alternative option is expected to have the same effects as the preferred policy, with the exception of SA objectives 1 (land, soils and mineral resources), 4 (protected habitats and species), 6 (landscape and townscape) and 14 (economy). Negligible effects are expected against SA objectives 1 (land, soils and mineral resources), 4 (protected habitats and species) and 6 (landscape and townscape), and minor positive effects are expected for SA objective 14 (economy), because this option proposes no net additional B1 floorspace within NEC.

**Recommendations**

It is recommended that the policy cross-refers to the requirement of Policy 25b (Environmental Protection) to prevent risks to adverse effects on health as a result of land contamination.

**Policy 7: Industry**

**Policy options**

- A. Preferred policy – Policy 7: Industry
- B. Alternative option – Increase overall industrial floorspace by intensifying current industrial sites – Nuffield Road and Cowley Road.
- C. Alternative option – Remove industrial floorspace from NEC AAP as it is incompatible with residential uses.
- D. Alternative option – Ensure 50% of industrial workspace is affordable.
- E. Alternative option – Include B1c uses as acceptable uses in industrial areas.
- F. Alternative option – Set a minimum plot ratio for new developments to achieve.
- G. Alternative option – Mixed use is not acceptable for industrial uses.
- H. Alternative option – Mixed use acceptable only with B1 office space.

Table 9 Policy 7: Industry

SA objective	A	B	C	D	E	F	G	H
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	++	++	-?	++	++	++	++	++
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	-	0?	0	-	-	-	-	-
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	-?	-?	+	-?	-?	-?	-?	-?
7. Minimise impacts on climate change (including greenhouse gas emissions)	+/-	+/-	-	+/-	+/-	+/-	+/-	+/-
8. Reduce vulnerability to future climate change effects	0	0	0	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+	+	+	+	+	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	+	+	+	+	+	+	+	+
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	0	+	+	+	+	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+	-	+	+	+	+	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	++	--	++	++	++	++?	++
15. Support appropriate investment in people, places, communities and other infrastructure	+	+	-	+	+	+	+	+
16. Reduce the need to travel and promote more sustainable travel	+	+	-	+	+	+	+	+

SA objective	A	B	C	D	E	F	G	H
choices								

### A. Preferred policy

The preferred policy is likely to have a significant positive effect on SA objectives 1 (land, soils and mineral resources) and 14 (economy) because it proposes the redevelopment of existing premises to provide new industrial floorspace, whilst also ensuring there is no net loss of industrial floorspace. It seeks to make efficient use of land by intensifying existing B2 and B8 uses and identifies some additional sites for these uses. The preferred policy specifically states that B2 and B8 uses should be delivered through higher plot ratios.

Minor positive effects are expected against SA objectives 12 (equality), 13 (services and facilities) and 15 (infrastructure) because the intensification and creation of B2 and B8 uses would create job opportunities, which may help to reduce inequalities, at the same time as improving access to training and supporting the provision of skilled employees to the economy, depending on the range of jobs provided and the level of training they offer. A minor positive effect is also expected against SA objective 11 (housing) because although the preferred policy focuses on industrial development, it states that residential uses should be considered, provided residential amenity is protected.

Minor positive effects are also expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the proximity of employment uses to residential dwellings may reduce the need for people to travel far to work. Minor negative effects are also expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) because industrial processes are likely to generate dust and air pollution, contributing towards poor air quality and greenhouse gas emissions.

Minor negative effects are expected against SA objectives 5 (biodiversity) and 6 (landscape and townscape) because the redevelopment of existing premises in the AAP area for industrial uses, as well as the intensification of existing B2 and B8 uses, may have an adverse effect on existing habitats and species in the area, particularly the open mosaic habitat at Chesterton Sidings, as well as the landscape/townscape, depending on the design of development.

A minor positive uncertain effect is expected against SA objective 9 (health and wellbeing) because although the intensification and creation of B2 and B8 uses would create a number of employment opportunities and would be required to design out Environmental Health concerns, which would help to maintain health and wellbeing.

### B. Increase overall industrial floorspace by intensifying current industrial sites – Nuffield Road and Cowley Road

This alternative option proposes an increase in industrial floorspace through the intensification of both the Nuffield Road and Cowley Road sites. As the preferred policy sought to intensify all existing B2 and B8 uses across North East Cambridge, similar effects are recorded against this alternative option despite it only referring to Nuffield Road and Cowley Road. Negligible uncertain effects are now expected for SA objective 5 (biodiversity), as Chesterton Sidings is not expected to be developed under this option.

### C. Remove industrial floorspace from NEC AAP as it is incompatible with residential uses

Significant negative effects from alternative option C are expected against SA objective 14 (economy) as the removal of industrial floorspace would hinder improvement of the local economy of the area and potentially lead to loss of jobs, as only residential development would be provided on site.

Minor positive effects are expected against SA objective 6 (landscape and townscape) because the removal of industrial floorspace could help to enhance the townscape, depending on the design of any new development at these sites. However, the effect is recorded as uncertain because the actual effect will depend on the final design, scale and layout of development. A minor positive effect is expected against SA objective 11 (housing) because the removal of industrial floorspace would have positive effects on residential amenity and the subsequent availability of housing, as new dwellings may be provided as an alternative to industrial floorspace.

Minor positive effects are expected against SA objectives 2 (air quality and pollution) and 9 (health and wellbeing) because the removal of industrial uses on site would reduce the amount of noise, air and dust pollution accumulated from development. This would have beneficial effects on residential amenity. The effect for SA objective 2 (air quality and pollution) is mixed with a minor negative effect, as removing employment opportunities from the site will likely lead to additional use of private vehicles to and from the site.

Minor negative effects are expected against SA objectives 7 (greenhouse gas emissions), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel) as removing employment opportunities from the site will likely lead to additional use of private vehicles to and from the site thereby increasing the need to travel and increasing the area's contribution to climate change. In addition, removing industrial floorspace could reduce access to training and job opportunities for all. A minor negative effect is expected against SA objective 1 (land, soils and mineral resources) because the removal of existing industrial floorspace may not make efficient use of land. The effect is recorded as uncertain because it depends on what alternative uses (e.g. housing) would be provided in place of the industrial floorspace.

#### **D. Ensure 50% of industrial workspace is affordable**

This policy is expected to have similar effects to the preferred option. Whilst it does not affect the SA scoring, additional positive effects would be expected for SA objective 14 (economy), as this option may help to diversify the local economy by supporting smaller businesses and/or supporting businesses that might otherwise not be able to afford to locate in the area.

#### **E. Include B1c uses as acceptable uses in industrial areas**

As the preferred policy seeks to intensify all existing B2 and B8 uses across North East Cambridge, which includes industrial processes, the same effects are recorded against this alternative option.

#### **F. Set a minimum plot ratio for new developments to achieve**

This alternative option proposes to set a minimum plot ratio for new developments to achieve. As the preferred policy seeks to intensify all existing B2 and B8 uses across North East Cambridge, the same effects are recorded against this alternative option. However, it could further add to the significant positive effects identified for SA objective 1 (land, soils and mineral resources).

#### **G. Mixed use is not acceptable for industrial uses**

This alternative option would prevent residential development on industrial sites, and also possibly office development. Although this may have a positive effect on residential amenity, it is not expected to result in a substantial difference in the amount of housing or employment land delivered, therefore the effects remain the largely same as the preferred policy. Uncertainty has been added to the significant positive effect for SA objective 14 (economy), as this may result in less variety in the local economy, leading to a less vibrant and resilient economy.

#### **H. Mixed use acceptable only with B1 office space**

This alternative option proposes to allow mixed use only with B1 office space. Although this may reduce air pollution as general industrial processes would not be taking place, it may mean there would be an overall increase in the number of people travelling to the site via private car, as offices tend to accommodate more people per ha than industrial uses. This would generate greenhouse gas emissions and may have an adverse effect on air quality. Therefore, the same effects as the preferred policy are recorded against this alternative option.

### **Recommendations**

No recommendations.

### **Policy 8a: Housing**

#### **Policy options**

- A. Preferred policy – Policy 8a: Housing
- B. Alternative option – Deliver more homes at a higher density in currently proposed sites.
- C. Alternative option – Deliver lower densities across the whole AAP area, including in sites where no new homes are required or designated.
- D. Alternative option – Require an equal proportion of 1, 2, 3 and 4+ bedroomed dwellings across residential sites in NEC.
- E. Alternative option – Require a majority of 3+ bedroom homes as to accommodate family growth.
- F. Alternative option – Enable all affordable component to be provided off site.
- G. Alternative option – Define truly affordable as social rent only.
- H. Alternative option – Provide higher percentage of affordable homes – 60%.
- I. Alternative option – Require a higher proportion (e.g. 10%) of all residential units to be self/custom finish.
- J. Alternative option – Require all non-flatted residential units at NEC to be self/custom finish.

K. Alternative option – Status quo: Rely on existing policy

Table .10 Policy 8a: Housing

SA objective	A	B	C	D	E	F	G	H	I	J	K
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	++	+/-?	+	+	+	+	+	+	+	0?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+/-?	+/-?	+/-?	+/-?	+/-?	+/-?	+/-?	+/-?	+/-?	+/-?	-?
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0	0?	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	-?	-?	?	-?	-?	-?	-?	-?	-?	-?	0?
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	-	-	?	-	-	-	-	-	-	-	0?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+?	+	+	+	+?	+	+	+	+	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	+/-?	+	+	+/-?	+	+	+	+	-?
8. Reduce vulnerability to future climate change effects	0	0	0	0	0	0	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+?	+	+?	+?	+	+	+	+	+	+?
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0	0	0	0	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	++	++/-?	+/-	+/-	++/-?	+/-?	+++?	++	++	+?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++	++	++/-?	+/-	+/-	--?/+	+/-?	+++?	++	++	+?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	-?	0	0	0	0	0	0	0	-?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0	0	0	0	0	0	0	0	0

SA objective	A	B	C	D	E	F	G	H	I	J	K
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0	0	0	0	0	0	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	+	+	+/-?	+	+	+/-?	+	+	+	+	-?

### A. Preferred policy

The preferred option is likely to have a significant positive effect against SA objectives 11 (housing) and 12 (equality) because it provides for development of at least 8,151 net dwellings of different sizes and tenures to meet different needs, 40% of which are required to be affordable. The preferred policy also states appropriate provision should be made for specialist housing needs, such as for older people or those with disabilities. Additionally, a minor positive effect is expected against SA objective 9 (health and wellbeing) because the preferred policy will help ensure everyone has a suitable home to live in, that meets their needs.

Minor positive effects are expected against SA Objective 1 (land, soils and mineral resources) because the AAP area, including areas identified for additional housing, mainly comprises previously developed land.

A minor positive effect is also expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the policy requires new dwellings to be energy-efficient and to not compromise the trip budget for the area, which will help minimise energy use. Furthermore, the location of 8,500 net dwellings in one place, alongside employment opportunities (and other infrastructure) will reduce the need to travel. The minor positive effect identified for SA objective 2 (air quality and pollution) are mixed with a minor negative effect, as some areas identified for housing delivery could include contaminated land, particularly at the Anglian Water site and Chesterton Sidings. This effect is uncertain as development offers an opportunity to remediate any contaminated land.

Minor negative effects are expected in relation to SA objectives 4 (protected habitats and species) and 5 (biodiversity) because the policy includes development of a substantial amount of new homes in proximity to designated biodiversity sites, such as Bramblefields Local Natural Reserve and Milton Road Hedgerows City Wildlife Site. Some areas allocated for housing also have potential biodiversity value, including the open mosaic habitat at Chesterton Sidings.

A minor positive effect is expected in relation to SA objective 6 (landscape and townscape) because the preferred policy required creation of attractive neighbourhoods. Development of areas of the site, particularly disused land at Chesterton Sidings, is likely to lead to townscape improvements.

### B. Deliver more homes at a higher density in currently proposed sites

This option is expected to have similar effects to the preferred policy, as much of the policy will stay the same. However, significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this alternative would make more efficient use of land.

For this option, the minor positive effects expected for SA objectives 6 (landscape and townscape) and 9 (health and wellbeing) are uncertain, as higher densities may leave less space for green infrastructure and landscaping within the sites allocated for housing.

### C. Deliver lower densities across the whole AAP area, including in sites where no new homes are required or designated

It is assumed that this option would result in the same amount and types of housing being delivered, just a different distribution, therefore it is expected to have similar effects to the preferred policy, with the following exceptions.

There are now minor negative uncertain effects recorded alongside the positive effects identified SA objectives 1 (land, soils and mineral resources), 7 (greenhouse gas emissions), 11 (housing), 12 (equality) and 16 (sustainable travel), as the extent of these effects depends on where new residential development is located. For example, whilst all development is likely to be close to existing employment development, it may be more difficult to locate new services and facilities appropriately, when development could take place outside of allocated sites. Similarly, if housing development is provided in areas where no new homes are required, people may feel they have to live in sub-optimal locations and therefore need to travel further for work or to see friends and relatives.

Allowing housing development to come forward outside allocated sites will make it more difficult to effectively plan for delivery of infrastructure, including local services and facilities, resulting in minor negative uncertain effects on SA objective 13 (services and facilities).

Uncertain effects are recorded against SA objectives 4 (protected habitats and species) and 5 (biodiversity) as whether or not any effects occur depends on where development takes place.

#### **D. Require an equal proportion of 1, 2, 3 and 4+ bedroomed dwellings across residential sites in NEC**

This option is expected to have similar effects to the preferred policy, as much of the policy will stay the same. However, mixed minor positive and minor negative effects are expected for SA objectives 11 (housing) and 12 (equality), as requiring an equal proportion of 1, 2, 3 and 4+ bedroom homes would not necessarily respond to the needs of local people. A minor positive uncertain effect is also recorded for SA objective 9 (health and wellbeing), as not providing the right mix of housing could lead to people living in smaller homes than they need or a financial burden of buying and heating a larger home than they need.

#### **E. Require a majority of 3+ bedroom homes as to accommodate family growth**

This option is expected to have the same effects as option D, as it will not provide for a range of housing needs.

#### **F. Enable all affordable component to be provided off site**

It has been assumed that development will take place in those locations identified in the preferred policy, in addition to off-site provision of affordable housing. This option is expected to have similar effects to the preferred option, with the following exceptions.

Mixed minor positive and significant negative uncertain effects are identified for SA objective 12 (equality) as, whilst a range of housing and specialist housing will be provided, off-site provision of affordable housing could result in this being provided in sub-optimal locations, away from where the need has arisen. In addition, it treats those accessing affordable housing differently, and therefore treats households differently on the basis of income.

As with option C, there are now minor negative uncertain effects recorded alongside the positive effects identified SA objectives 7 (greenhouse gas emissions), 11 (housing) and 16 (sustainable travel), as it may result in some homes, namely affordable housing, being delivered in sub-optimal locations. For example, people may feel they have to live in sub-optimal locations and therefore need to travel further for work or to see friends and relatives, or access services and facilities.

In addition, the effects identified against SA objectives 3 (water) and 6 (landscape and townscape) are uncertain, as environmental effects are largely dependent on the location of development, which is not known for any off-site affordable housing provision.

#### **G. Define truly affordable as social rent only**

This option is expected to have similar effects to the preferred policy, as much of the policy will stay the same. However, this option is expected to have mixed minor positive and minor negative uncertain effects against SA objectives 11 (housing) and 12 (equality), as it will result in less variety of affordable housing options and therefore may not meet the full range of housing needs in terms of tenure.

#### **H. Provide higher percentage of affordable homes – 60%**

This option would have similar effects to the preferred policy. The significant positive effects associated with SA objectives 11 (housing) and 12 (equality) are uncertain, as it is not clear whether this option could lead to over-provision of affordable homes.

#### **I. Require a higher proportion (e.g. 10%) of all residential units to be self/custom finish**

This option would have similar effects to the preferred policy. Whilst effects against SA objective 12 (equality) would still be significant positive, this option may further contribute to improving equalities as self/custom finish can allow residents to ensure housing meets their needs.

#### **J. Require all non-flatted residential units at NEC to be self/custom finish**

This option would have similar effects to the preferred policy and option I. Whilst effects against SA objective 12 (equality) would still be significant positive, this option may further contribute to improving equalities as self/custom finish can allow residents to ensure housing meets their needs.

### K. Rely on existing policy

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan make provision for housing development in this area, but neither states how much housing is to be provided. In addition, Policy 45 of the Cambridge Local Plan and Policies H/9 and H/10 of the South Cambridgeshire Local Plan require a mix of housing, including affordable housing. However, requirements vary between the two Local Plans and they are based on the need for Cambridge City and South Cambridgeshire as wholes, rather than NEC in particular. As such, minor positive uncertain effects are expected for SA objectives 9 (health and wellbeing), 11 (housing) and 12 (equality).

Minor negative uncertain effects are identified with regards to SA objective 13 (services and facilities), as it will be difficult to plan for provision of local services, facilities and other infrastructure if housing comes forward in a piecemeal and uncoordinated way in this area. Similarly, minor negative uncertain effects are recorded against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as a piecemeal approach to housing development could result in residents taking longer trips, potentially by car, to access everyday services and facilities, but this depends on the location of development.

Negligible uncertain effects are recorded against environmental SA objectives, as the AAP area is generally not particularly environmentally sensitive, but effects depend on the location and design of any development that does come forward.

### Recommendations

Whilst the policy states that new dwellings should be accessible and adaptable, it could refer to relevant standards, including the requirement for all housing to meet at least Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and an appropriate proportion of housing to meet Building Regulation requirement M4(3) 'wheelchair user dwellings'..

### Policy 8b: Affordable housing

#### Policy options

- A. Preferred policy – Policy 8b: Affordable housing
- B. Alternative option – Status quo: Rely on existing policy

Table .11 Policy 8b: Affordable housing

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+?
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+



SA objective	A	B
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	++
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++	++
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

A significant positive effect is expected in relation to SA objectives 11 (housing) and 12 (equality) because this preferred policy has a target for 40% of NEC's new homes to be delivered as affordable housing, therefore helping to ensure that everyone has access to housing. The policy will help ensure that an appropriate mix of houses are provided to meet local need.

A minor positive effect is expected in relation to SA objective 6 (landscape and townscape) because the policy states that affordable housing design should not be visually distinguishable from market housing by its external appearance or the space standards adopted, and be well integrated and not confined to less prominent parts of the site as a whole or on any individual land.

#### B. Rely on existing policy

This option is expected to have the same effects as the preferred policy because the existing Local Plans for Cambridge City Council and South Cambridgeshire District Council each contain an affordable housing policy, which requires 40% affordable housing for developments of 11 dwellings or more for the South Cambridgeshire Local Plan and 15 or more for the Cambridge Local Plan. Uncertainty is given to the minor positive score for SA objective 6 (landscape and townscape), because only the Cambridge Local Plan requires affordable housing to be indistinguishable from, and integrated with, other residential development.

#### Recommendations

No recommendations.

### Policy 8c: Housing for local workers

#### Policy options

- A. Preferred policy – Policy 8c: Housing for local workers
- B. Alternative option – Status quo: Rely on existing policy

Table .12 Policy 8c: Housing for local workers

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources	+	0

SA objective	A	B
of environmental pollution		
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	+	0

#### A. Preferred policy

A significant positive effect is likely in relation to SA objectives 11 (housing) and 12 (equality) because this preferred policy ensures that homes are available to local workers. Furthermore, the policy states that development will still need to meet the 40% affordable housing target.

Minor positive effects are expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because having workers located in close proximity to their workplace means that they can use sustainable modes of transport to travel to work (e.g. walking), instead of using the private car. This will help reduce pollution and greenhouse gas emissions.

#### B. Rely on existing policy

Neither the Cambridge Local Plan nor the South Cambridgeshire Local Plan has an existing policy specifically on housing for local workers. As such, negligible effects are expected against all SA objectives for this option.

#### Recommendations

No recommendations.

## Policy 8d: Built to rent

### Policy options

- A. Preferred policy – Policy 8d: Built to rent
- B. Alternative option – Will be promoted with no caveats
- C. Alternative option - Specify stronger limitations on build to rent

Table .13 Policy 8d: Built to rent

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0	0
3. Protect and where possible enhance the quality of the water environment	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0	0
8. Reduce vulnerability to future climate change effects	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	++/-	+
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++	++/-	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0	0

#### A. Preferred policy

The preferred policy is likely to have a significant positive effect on SA objectives 11 (housing) and 12 (equality) because Built to Rent proposals contribute to the range of housing types available through the provision of rental properties. This is likely to meet the needs of certain groups of people (e.g. students), whilst being undertaken in a controlled manner so as to not dominate the housing market.

**C. Will be promoted with no caveats**

This option is expected to result in mixed significant positive and minor negative effects on SA objectives 11 (housing) and 12, as it will have the same positive effects as the preferred policy, but may exclude certain groups of people as it would not include affordable rented properties. In addition, it may lead to a greater proportion of build to rent that there is need for locally, at the expense of other housing types and tenures.

**D. Specify stronger limitations on build to rent**

This alternative option is expected to have minor positive effects on SA objectives 11 (housing) and 12 (equality) because although it supports Built to Rent proposals, stronger limitations on Build to Rent could result in a lower number of rental properties available.

**Recommendations**

No recommendations.

**Policy 8e: Custom finish**

**Policy options**

- A. Preferred policy – Policy 8e: Custom finish
- B. Alternative option – Status quo: Rely on existing policy

*Table .14 Policy 8e: Custom finish*

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	+	+?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+?

SA objective	A	B
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

A minor positive effect is expected against SA objective 11 (housing) because this preferred policy enables residents to take control of the design of their home so that it specifically meets their needs. As such, a minor positive effect is also expected against SA objective 12 (equality) because certain groups of people (e.g. those with disabilities) could ensure the internal layout of their properties specifically meets their needs.

#### B. Rely on existing policy

Policy H/9 of the South Cambridgeshire Local Plan requires plots for self- and custom-builders on sites of 20 or more dwellings, whereas the Cambridge Local Plan doesn't make any particular allowance for self- or custom-build or finish. The existing Policy H/9 allows for more flexibility as it is for self- and custom-build plots, whereas the preferred policy is for custom finish of a 'shell' dwelling. However, the preferred policy may appeal to some people more and is also more practical for high density, flatted development. This option is expected to have similar effects to the preferred policy, but with added uncertainty as this only applies to part of NEC. In addition, the preferred policy is likely to be more practical for high density development.

#### Recommendations

No recommendations.

### Policy 8f: Short Term & Corporate Lets/Visitor Accommodation

#### Policy options

- A. Preferred policy – Policy 8f: Short Term & Corporate Lets/Visitor Accommodation
- B. Alternative option – Status quo: Rely on existing policy

Table .15 Policy 8f: Short Term & Corporate Lets/Visitor Accommodation

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	?	?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+/-	-?
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness	?	?

SA objective	A	B
of landscape and townscape character		
7. Minimise impacts on climate change (including greenhouse gas emissions)	+/-	-?
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	-?
16. Reduce the need to travel and promote more sustainable travel choices	++	-?

#### A. Preferred policy

The preferred policy states that applications for purpose-built visitor accommodation will be permitted provided they minimise the need to travel by private vehicle and promote sustainable modes of transport. A significant positive effect is therefore expected against SA objective 16 (sustainable travel). A significant positive effect is also expected against SA objective 14 (economy) because the development of purpose-built visitor accommodation will help benefit the city's economy.

A mixed minor positive and minor negative effect is expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) because the promotion of sustainable modes of transport would reduce reliance on the private car, however, development of visitor accommodation could attract more people to the area via private car, despite the presence of sustainable transport modes.

An uncertain effect is expected against SA objective 6 (landscape and townscape) because the development of visitor accommodation could have an adverse effect on the landscape/townscape in the area but will depend on the final design of the accommodation. An uncertain effect is also expected against SA objective 1 (land, soils and mineral resources) because the development of new purpose-built visitor accommodation could take place on developed or undeveloped land, but this is uncertain.

#### B. Rely on existing policy

The existing Local Plans for Cambridge City Council and South Cambridgeshire District Council contain policies for visitor accommodation. However, unlike the preferred policy, existing policies do not set out a requirement to meet identified needs. This could result in the provision of accommodation that serves a wider area, which could result in visitors travelling longer distances via the private car, with adverse effects on pollution and greenhouse gas emissions. Therefore, a minor negative uncertain effect is expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). Minor negative uncertain effects are also identified for SA objective 15 (infrastructure), as not including this policy could lead to a growth in AirBnb-type accommodation, which could have adverse effects on community cohesion.

An uncertain effect is expected against SA objective 6 (landscape and townscape) because development of visitor accommodation could have an adverse effect on the landscape/townscape in the area. An uncertain effect is also expected against SA objective 1 (land, soils and mineral resources) because the development of visitor accommodation could take place on developed or undeveloped land, but this is uncertain.

## Recommendations

With regard to landscape and townscape, the policy could require all visitor accommodation to be sympathetic to the character of the area.

## Policy 9: Social and Community Infrastructure

### Policy options

- A. Preferred policy – Policy 9: Social and Community Infrastructure
- B. Alternative option – New development only provides for the needs of new residents, on-site and does not take advantage of opportunities to promote inclusivity and social cohesion with neighbouring communities.
- C. Alternative option – New social and community facilities are provided in less dense format, off-site in neighbouring locations
- D. Alternative option – No restriction on new social, community or sports uses either opening or closing.
- E. Alternative option – Secondary school expansion of Cambridge North Academy rather than providing secondary school on site.
- F. Alternative option – Status quo: Rely on existing policy

Table. 16 Policy 9: Social and Community Infrastructure

SA objective	A	B	C	D	E	F
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0	-	0	-	?
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0	0	0	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0	-	0	-	?
8. Reduce vulnerability to future climate change effects	0	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	++	+	+	++/--	++	+?
10. Improve the quantity and quality of publicly accessible open space	+	+	+	+/-	+	+?
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++	+	+	++/--	++	+?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	+	+/-	++/--	++/-	++?

SA objective	A	B	C	D	E	F
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0	0	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	++	++/-	+	++/--	++	+?
16. Reduce the need to travel and promote more sustainable travel choices	0	0	-	0	-	?

#### A. Policy 9: Social and Community Infrastructure

The preferred policy is likely to have a significant positive effect against SA objectives 12 (equality), 13 (services and facilities) and 15 (infrastructure) because it promotes the development of new community, cultural and leisure facilities that encourage inclusivity and social cohesion. The policy states that proposals should provide high-quality, multi-functional spaces for different ages and abilities that allow for a range of different community uses to take place. This will have a positive effect on people's health and wellbeing and therefore a significant positive effect is recorded against SA objective 9 (health and wellbeing). The policy also encourages co-location of social facilities and identifies a need for 3 primary schools on site. Further to this, the policy safeguards a site for a potential secondary school development.

A minor positive effect is expected against SA objective 10 (open space) because although the policy does not specifically state that publicly accessible open spaces will be provided, playing fields may be provided as part of the development of a leisure facility. Furthermore, the policy safeguards existing sports facilities on site, including a 3G AstroTurf pitch.

#### B. New development only provides for the needs of new residents, on-site and does not take advantage of opportunities to promote inclusivity and social cohesion with neighbouring communities.

Minor positive effects are expected in relation to SA objectives 9 (health and wellbeing), 12 (equality), 13 (services and facilities) and 15 (infrastructure) because this option provides for the needs of new residents, at the same time as encouraging relations between groups of new people moving into an area. It is noted, however, that it would not take advantage of opportunities to promote relations with neighbouring and possibly existing communities.

A minor positive effect is expected against SA objective 10 (open space) because it's assumed that new development would include the provision of open space. Furthermore, this alternative would still safeguard existing sports facilities on site, including a 3G AstroTurf pitch.

#### C. New social and community facilities are provided in less dense format, off-site in neighbouring locations

Minor positive effects are expected in relation to SA objectives 9 (health and wellbeing), 10 (open space), 12 (equality), 13 (services and facilities) and 15 (infrastructure) because this option makes provision for community facilities and services. However, due to the fact these spaces will be located off-site in neighbouring locations means that they may not be as easily accessible. Therefore, a minor negative effect is also recorded against SA objective 13 (services and facilities).

A minor negative effect is recorded against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because people may be more likely to drive to neighbouring areas in order to access community services and facilities, instead of using more sustainable methods of travel. This could have an adverse effect on air quality whilst also generating greenhouse gas emissions.

#### D. No restriction on new social, community or sports uses either opening or closing.

Mixed significant positive and significant negative effects are expected against SA objectives 9 (health and wellbeing), 13 (services and facilities) and 15 (infrastructure) because this option could result in an increase in the presence of community facilities and accessibility to them, which would benefit people's health and wellbeing. However, this option could also result in the closure of community services and facilities with adverse effects on community cohesion.

A mixed minor positive and minor negative effect is expected in relation to SA objective 10 (open space) because this option could result in an increase in open spaces, as well as a decrease through closures.

#### E. Secondary school expansion of Cambridge North Academy rather than providing secondary school on site.

This option is expected to have the same effects as the preferred policy with the exception of SA objectives 1 (land, soils and mineral resources), 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel). A significant negative



effect is expected against SA objective 13 (services and facilities) because although the expansion of Cambridge North Academy would help meet residents' educational needs, its location is less accessible than a new secondary school within the AAP site, being 30 minutes' walk from NEC. This lack of accessibility could result in a minor negative effect against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because residents may be required to travel longer distances via the private car, which could have an adverse effect on air quality whilst also generating greenhouse gas emissions. It should be noted that 8,000 net additional dwellings would normally be expected to require secondary school provision either on site, or close to the site, but it is noted that the Education topic paper indicates that presently, development at NEC is not projected to generate sufficient numbers of pupils to warrant the need for a secondary school on-site, subject to monitoring.

#### F. Rely on existing policy

Both the Cambridge Local Plan and South Cambridgeshire Local Plan include policies to help deliver community infrastructure, although these differ between the two plans. Policy TI/9 of the South Cambridge Local Plan and Policy 74 of the Cambridge Local Plan seek to ensure local education services are provided, particularly in areas of population growth, but in the absence of the preferred policy it is less certain these would be provided on the site. The existing Local Plans also require adequate provision of open space, health facilities and community facilities. However, they are less strong in protecting existing facilities. In addition, as with education facilities, without the preferred policy there would be greater uncertainty as to whether these would be provided within the site itself. As such, minor positive uncertain effects are expected for SA objectives 9 (health and wellbeing), 10 (open space), 12 (equality) and 15 (infrastructure) and significant positive uncertain effects are expected for SA objective 13 (services and facilities). Uncertain effects are recorded against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as it is not known whether residents and workers would have to travel further to access these facilities.

#### Recommendations

It is recommended that additional text is added to the policy minimising the impact of development of community, cultural and leisure facilities on climate change. This could be through the implementation of sustainable construction practices and/or renewable energy technologies. The policy could also specify the need for high quality development that is sympathetic to the surrounding landscape and townscape. With regard to sustainable transport, the policy could specify that all facilities must be located in close proximity to sustainable transport links (e.g. bus stops and cycle ways). Additionally, the policy could explicitly state whether open space is considered to fall within the definition of social and community infrastructure or not. It is also recommended that the words 'Where possible' are removed from the final paragraph, in order to strengthen the policy's commitment to affordable facilities provision.

It is noted that the policy safeguards land on the site to deliver a secondary school if needed. In many other parts of the country, developments of around 5,000 new homes would often require a secondary school to be provided. Therefore, as the NEC provides for over 8,000 homes, it is surprising that this is not the case for this site as well. It is therefore recommended that this evidence is checked to make sure it is robust.

#### Policy 10a: Retail

- A. Preferred policy – Hierarchy of centres and retail capacity
- B. Alternative option - No restriction on the proportion of each centre, in terms of convenience, comparison and other centre uses.
- C. Alternative option - No minimum requirement for A1 convenience food store use.
- D. Alternative option - Allow a large (>800 sqm net), single convenience food store in the proposed District centre which may require ancillary car parking.
- E. Alternative option - No retail impact assessment requirement for any retail developments outside an NEC centre.
- F. Alternative option – Status quo: Rely on existing policy

Table .17 Policy 10a: Retail

SA objective	A	B	C	D	E	F
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0	0	0

SA objective	A	B	C	D	E	F
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	-?	-?	+?/-	+?	+/-?
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+	+	+	+	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	-?	-?	+?/-	+?	+/-?
8. Reduce vulnerability to future climate change effects	0	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	-?	+	+	+	-?
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	+?	+?	++	++?	+?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	++	++	++	++?	0
15. Support appropriate investment in people, places, communities and other infrastructure	+	+	+	+	+	0
16. Reduce the need to travel and promote more sustainable travel choices	+	-?	-?	-	+?	+/-?

#### A. Preferred policy

The preferred policy is likely to have a significant positive effect against SA objective 14 (economy) because it sets out and protects the hierarchy of centres and retail capacity, supporting the vitality and viability of North East Cambridge. A significant positive effect is also expected against SA objective 13 (services and facilities) because the policy indicates the capacity of each centre to support convenience, comparison and other town centre uses, and encourages this provision. The policy also identifies private social and healthcare related facilities as a suitable ground floor use in centres.

A minor positive effect is expected against SA objective 6 (landscape and townscape) because the preferred policy states that all units should provide an active frontage such as a window display, which is in keeping with the character of the centre. This will have positive effects on the townscape.

A minor positive effect is also expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the policy states that no single proposal, regardless of use, should be permitted that is large enough to generate a need for a car park. Therefore, use of the private car to these centres will be discouraged. Additionally, the policy states that development will be supported provided it does not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking. Minor positive effects are

expected for SA objectives 9 (health and wellbeing) and 15 (infrastructure), as the policy restricts development of hot food takeaways and betting shops, which can have negative effects on physical and mental health if individuals become dependent on these, but supports investment in local communities by providing key services and facilities.

**B. No restriction on the proportion of each centre, in terms of convenience, comparison and other centre uses**

This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

Potential minor negative uncertain effects are expected with regards to SA objective 9 (health and wellbeing), as no restrictions on use types could lead to an over-concentration of hot food takeaways and betting shops. Reliance on these is associated with poor mental and physical health, as well as anti-social behaviour.

Minor positive uncertain effects are expected for SA objectives 13 (services and facilities) and minor negative uncertain effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as this option may lead to less variety in services and facilities in the centres, which would mean that residents may have to travel further to meet their day to day needs, and may do so by car.

**C. No minimum requirement for A1 convenience food store use**

This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

Minor positive uncertain effects are expected for SA objective 13 (services and facilities) and minor negative uncertain effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as this option may lead to the possibility of no food shopping provision in the centres, which would mean that residents would have to travel further to meet their day to day needs and may do so by car.

**D. Allow a large (>800 sqm net), single convenience food store in the proposed District centre which may require ancillary car parking**

This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

Minor negative effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as this option would result in no food shopping provision in the centres, which would mean that residents would have to travel further to meet their day to day needs and may do so by car. A larger food store may also attract shoppers from outside the AAP area, who are more likely to drive to shop there. However, for SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) this effect is mixed with a minor positive uncertain effect, as a single food store may lead to fewer delivery vehicles travelling through the area.

It is recognised that a larger store would be likely to provide a greater variety of products and serve a larger area. However, it is not likely to deter people from travelling to the nearby Tesco Superstore, on the other side of the A14, for bigger shopping trips.

**E. No retail impact assessment requirement for any retail developments outside an NEC centre**

This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

Significant positive uncertain effects are expected in relation to SA objectives 13 (services and facilities) and 14 (economy) as, whilst the positive effects identified for the preferred policy remain, not requiring an impact assessment could result in retail provision outside of centres out-competing provision within centres. This could then lead to less occupancy of retail units in centres, resulting in less variety of local retail and less viable local centres. Similarly, minor positive uncertain effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as retail uses outside of centres could draw people away from these and encourage them to travel further for their shopping needs. Furthermore, local centres are likely to be places that will be well served by sustainable transport infrastructure.

**F. Rely on existing policy**

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan allocate NEC for mixed uses, including retail, and both Local Plan have policies regarding providing supporting infrastructure and services and facilities for development, but there are no policies that go into detail about the quantum and location of development in NEC.

This option is expected to result in minor positive effects for SA objective 13, as some retail development would likely come forward. However, mixed minor positive and minor negative uncertain effects are expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as it would result in an ad-hoc approach to centre provision, which may result in over- or under-provision of certain uses in town centres. It could also lead to the

development of larger shops, including those with ancillary car parks, which could draw people from further afield and thus encourage car use. Minor negative uncertain effects are recorded for SA objective 9 (health and wellbeing), as a lack of restrictions on hot food takeaways and betting shops could result in over-concentration of these uses and associated negative impacts on health.

### Recommendations

As required by the preferred policy, it is recommended that each of the centres includes some convenience food shopping, as this will reduce the need for residents to travel for day to day needs.

The policy could do more to recognise the positive role community facilities (D2), particularly meeting places, can play in local centres, as it would be beneficial for such uses to be located in areas where people can access easily and are likely to visit anyway.

### Policy 10b: Markets

#### Policy options

- A. Preferred policy – Policy 10b: Markets
- B. Alternative option – Status quo: Rely on existing policy (no additional provision on site).

Table *Error! No text of specified style in document..18* Policy 10b: Markets

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+/-?	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	0

SA objective	A	B
15. Support appropriate investment in people, places, communities and other infrastructure	+	-
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

Significant positive effects are also identified in relation to SA objectives 13 (services and facilities) and 14 (economy) because the market will support a range of creative local businesses at the same time as providing an opportunity for trade between local businesses, on a weekly basis. Additionally, farmers markets and seasonal markets may operate throughout the year alongside other events in the space. All of these will increase the number of community events overall, which will increase interaction between people.

The preferred policy is likely to have mixed minor positive and minor negative uncertain effects for SA objective 6 (landscape and townscape), as it states that a distinctive sense of place will be created, but the market could result in visual clutter, particularly if stall structures are left standing on non-market days.

A minor positive effect is identified against SA objective 15 (infrastructure) because the policy seeks to invest in small, local business and optimise the use of public space in the square.

#### B. Rely on existing policy (no new provision on site)

This option is expected to have negligible or no effects on most objectives, as it would not lead to loss of or damage to any particular receptors and it is assumed that the AAP area would still provide a range of shops and services. Minor negative effects are expected with regards to SA objective 15 (infrastructure), as not providing for markets when it would be possible to do so could suggest a lack of investment in the community and small, local businesses.

#### Recommendations

It is recommended that the preferred policy is taken forward, but ensures that consideration is given to townscape and to ensure that the market prioritises local businesses and people.

### Policy 11: Meanwhile uses

#### Policy options

- A. Preferred policy – Policy 11: Meanwhile uses
- B. Alternative option – Status quo: Rely on extant policy

Table .19 Policy 11: Meanwhile uses

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0

SA objective	A	B
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Policy 11: Meanwhile uses

The preferred policy is likely to have a minor positive effect on SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape) because the "meanwhile" use of land on sites where services are waiting to come forward, is an efficient use of this land. Likewise, "meanwhile" uses on currently unoccupied sites will be likely to improve the townscape overall.

A minor positive effect is also expected against SA objectives 13 (services and facilities) and 14 (economy) because the "meanwhile" use of land whilst services are waiting to come forward, will provide residents with a range of local services and facilities, at the same time as maintaining North East Cambridge's economy. The policy states that "meanwhile" uses must demonstrate how they contribute to the vibrancy of the immediate area and must therefore have beneficial effects on the economy.

#### Rely on existing policy

This alternative option relies on existing planning policy in the Cambridge Local Plan and the South Cambridgeshire Local Plan. Neither contain a policy on meanwhile uses, however it is noted that the Cambridge Local Plan contains a sentence in Policy 41 (Protection of business space) for sui generis uses that generate employment opportunities whilst marketing of a site takes place. As such, negligible effects are expected in relation to all SA objectives.

#### Recommendations

No recommendations.

#### Policy 12: Employment and Training

##### Policy options

- A. Preferred policy – Policy 12: Employment and Training
- B. Alternative option – The AAP to propose an intensification of industrial/employment floorspace on the site as opposed to a mixed-use development.

C. Alternative option – Status quo: Rely on existing policy.

Table .20 Policy 12: Employment and Training

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	++?	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	-	0
3. Protect and where possible enhance the quality of the water environment	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	-?	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	-	0
8. Reduce vulnerability to future climate change effects	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	+	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	++	++
15. Support appropriate investment in people, places, communities and other infrastructure	++	+	+
16. Reduce the need to travel and promote more sustainable travel choices	0	0	0

A. Policy 12: Employment and Training

The preferred policy is likely to have a significant positive effect on SA objectives 13 (services and facilities), 14 (economy) and 15 because it seeks to increase opportunities for training and employment with developers contributing to a range of employment, skills and training initiatives. The policy specifically states that in the operational stage, developers should provide an Employment and Skills Plan (ESP) to demonstrate their commitment to responsibly delivering skills and training to new employees in new job roles within NEC. This is likely to reduce the skills gap between people by providing residents with access to a range of employment opportunities, with positive effects on the local economy. This is likely to reduce inequality and have a positive effect on people's overall health and wellbeing. Therefore, a minor positive effect is expected against SA objectives 9 (health and wellbeing) and 12 (equality).

**B. The APP to propose an intensification of industrial/employment floorspace on the site as opposed to a mixed-use development.**

A significant positive but uncertain effect is expected against SA objective 1 (land, soils and mineral resources) because the intensification of industrial/employment floorspace within the AAP area will prevent the loss of any undeveloped land. However, it's unclear whether intensification refers to an increase in the density or small-scale extensions to what's already there. A significant positive effect is expected against SA objective 14 (economy) because the intensification of industrial/employment floorspace would result in an increase in working space, helping contribute towards development of the local economy.

This alternative option is expected to have a minor positive effect against SA objectives 13 (services and facilities) and 15 because it would improve access to jobs and potentially training opportunities, but would not provide the services and facilities that would be provided in a mixed use development. .

A minor negative effect is expected against SA objectives 2 (air quality and pollution) and 6 (landscape and townscape) because the intensification of industrial/employment floorspace could increase pollution levels and greenhouse gas emissions, whilst densification could have an adverse effect on landscape character. The effect against SA objective 6 (landscape and townscape) is recorded as uncertain because the actual effect will depend on the nature of development.

**C. Rely on existing policy.**

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan allocate NEC for mixed uses, including employment. In addition, policy 2 of the Cambridge Local Plan and Policy E/1 of the South Cambridgeshire Local Plan seek to support the economy through provision of employment land, with a focus on growth of the Cambridge Cluster, therefore significant positive effects are expected for SA Objective 14 (economy). However, there is little further detail about employment and training provision in NEC. As such, there may be a lesser variety of employment and training provision, with less promotion of workplace training and less emphasis on providing opportunities for local people. Therefore minor positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure) and negligible effects are expected for other SA objectives.

**Recommendations**

In order to strengthen this policy, reference could be made to the specific groups that the employment, skills and training initiatives would be directed towards.

**Policy 13: Aggregates/Waste**

**Policy options**

- A. Preferred policy – Policy 13: Aggregates/Waste
- B. Alternative option – Status quo: Rely on existing policy (CS23)
- C. Alternative option – Relocate to the east of Cambridge

Table .21 Policy 13: Aggregates/Waste

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	?	0	?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	?	+/-	?
3. Protect and where possible enhance the quality of the water environment	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	?	0	?



SA objective	A	B	C
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	?	0	?
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	+	0
8. Reduce vulnerability to future climate change effects	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	-	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	?
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	++	0

#### A. Policy 13: Aggregates/Waste

The preferred policy is likely to have a minor positive effect against SA objective 9 (health and wellbeing) because it states that proposals for residential uses should not be adjacent to an aggregates yard as it is unlikely that satisfactory design mitigation can be achieved to protect residential amenity. It goes on to state that any residential proposal in Cowley Road Industrial Estate and Chesterton Sidings as designated in the spatial framework, will need to demonstrate how it is buffered from the negative impacts of the aggregates railhead. The continued existence of an aggregates railhead at NEC is subject to it meeting all of the mitigation requirements for noise, odour and air quality, as identified in Policy 26 (Environmental Protection).

The policy is likely to have uncertain effects against SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 5 (biodiversity) and 6 (landscape and townscape) because it proposes the relocation of the Veolia Waste Transfer Station off-site but does not indicate where it would be re-located to, presumably because this is not yet known and would be outside the AAP boundary. It therefore does not set out how impacts on air quality, biodiversity or the landscape would be mitigated and whether its relocation would be on greenfield land or not. Depending upon where the Waste Transfer Station is located to, there could also be off-site effects on SA objective 9 (health and wellbeing), which is why uncertainty has been added to this score.

#### B. Rely on existing policy (CS23)

This alternative option refers to Policy CS23: Sustainable Transport of Minerals and Waste in the Cambridgeshire and Peterborough Minerals and Waste Development Plan. According to this policy, sustainable transport of minerals and waste by rail, water, conveyor, and pipelines will be encouraged. Therefore, a significant positive effect is likely against SA objective 16 (sustainable travel) and minor positive effects are likely against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions). The effects for SA objective 2 (air quality and pollution) are mixed with minor negative effects, and minor negative effects are expected for SA objective 9 (health and wellbeing) as retention of the Waste Transfer Station may have negative effects on amenity, particularly residential amenity of the new development, such as through noise and odour issues.

### C. Relocate to the east of Cambridge

This alternative option proposes the relocation of the aggregates railhead at NEC and the Veolia Waste Transfer Station to the east of Cambridge. As the above preferred policy also sought to relocate these facilities off-site, similar effects are recorded against this alternative option. However, uncertainty is recorded with regards to SA objective 14 (economy), as the impacts of relocating the aggregates railhead on the economy of Cambridge depends on where it is located.

#### Recommendations

It is recommended that additional text is added to the policy on mitigating adverse effects on air quality, the landscape as a result of development, including the relocation of the Waste Transfer Station. This could include vehicle routeing, screening, consideration of topography and landscape character.

## Chapter 4 – Connectivity

### Policy 14: Sustainable Connectivity

#### Policy options

- A. Preferred policy – Sustainable Connectivity
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Even higher sustainable mode share
- D. Alternative option – Different mode share targets
- E. Alternative option – Car free development

Table 22 Policy 14: Sustainable Connectivity

SA objective	A	B	C	D	E
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	+/-	++	?	++
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0	+	?	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+/-	++	?	++
8. Reduce vulnerability to future climate change effects	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	++	+	++	?	++
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0	0

SA objective	A	B	C	D	E
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+	?	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+	+	?	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	+	?	+
15. Support appropriate investment in people, places, communities and other infrastructure	+	+	+	?	+
16. Reduce the need to travel and promote more sustainable travel choices	++	+/-	++	?	++

### A. Sustainable Connectivity

Significant positive effects are expected in relation to SA objectives 7 (greenhouse gas emissions), 9 (health and wellbeing) and 16 (sustainable travel) as this policy aims to design the area around the principles of walkable neighbourhoods and healthy towns to reduce the need to travel and encourage active sustainable travel thereby reducing greenhouse gas emissions. Therefore, this policy promotes good health and more sustainable travel choices and encourages healthy lifestyles through the inclusion of pedestrianised areas, comprehensive network of links and connections, and other travel options at mobility hubs. Improving links to the wider country and Rights of Way network encourages the immersion of the public with the countryside which also improves health and wellbeing.

Minor positive effects are also expected against SA objectives 13 (services and facilities) and 15 (infrastructure) as improving the integration and connectivity within the site, to the adjoining built up area within north Cambridge, as well as links to Cambridge city centre, employment areas, nearby villages and the wider countryside and Rights of Way network, increases and improves accessibility for those in the area to access employment options and services and facilities (e.g. health, education, training and leisure) more readily.

Minor positive effects are expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 12 (equality) and 14 (economy) as this policy aims to encourage active sustainable travel and reduce the need to travel. This would reduce air pollution and improve inequalities in the area based on location or income and competitiveness, vitality and adaptability of the local economy. This policy would help many access additional services and jobs through the improved connectivity within the site, adjoining areas, city centre and countryside. Additionally, less traffic within the area could improve the public realm and townscape.

### B. Rely on existing policy

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan state that development at NEC should be centred around a new transport interchange and should ensure high quality access linkages, including for pedestrians and cyclists. Policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59, 80 and 81 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. However, existing policies do not place the same emphasis on walkable neighbourhoods and healthy towns, as well as recognising the importance of leisure routes, mobility as a service and micro-mobility. As such, effects are expected to be similar to the preferred option but no significant positive effects are considered likely. In addition, mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as measures in existing local plans place limited emphasis on reducing the need to travel, therefore a greater level of vehicle use is expected.

### C. Even Higher Sustainable Mode Share

Alternative option C is expected to have similar effects to the preferred policy, however, is expected to have additional significant positive effects against SA objective 2 (air quality and pollution). This is because an even higher sustainable mode share across the NEC area could improve air quality to a higher extent. Compared to the preferred policy, this alternative option would provide more significant positive effects.

#### D. Different Mode Share Targets

Alternative option D is expected to have an uncertain effect on almost all the SA objectives, as the option does not clarify how the mode share targets will be different and which modes are considered.

#### E. Car Free Development

This option is expected to have the same effects as option C as a car free development is similar to an even higher sustainable mode share.

#### Recommendations

It is recommended that additional text is added to require active travel to be tied in with the green infrastructure network thereby providing additional positive effects for access to green spaces and wildlife habitats. Also, by including all green spaces within the site and around within the wider connectivity figure could help to show potential connections that should be executed through the policy.

It is recommended that alternative options C and/or E are incorporated into the preferred policy, for example by requiring car free zones within NEC, as they are expected to have additional significant positive effects compared to the current preferred policy.

#### Policy 15: Connecting to the wider network

##### Policy options

- A. Preferred policy – Connecting to the wider network
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Address some or all barriers and/or with a different solution

Table 23 Policy 15: Connecting to the wider network

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	0	+
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	0	+
3. Protect and where possible enhance the quality of the water environment	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+?	0	+
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+?	++
8. Reduce vulnerability to future climate change effects	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	-?	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0

SA objective	A	B	C
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	-?	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	0	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	0	+
15. Support appropriate investment in people, places, communities and other infrastructure	+	0	+
16. Reduce the need to travel and promote more sustainable travel choices	++	+?	++

### A. Connecting to the Wider Network

Significant positive effects are expected in relation to SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel) as this policy aims to improve the wider connectivity between NEC with adjoining communities, the City Centre, nearby villages and the wider countryside and Rights of Way network, new and improved connections for non-motorised users will be provided across: A14, Cambridgeshire Guided Busway, Cambridge to King's Lynn Railway line and Milton Road. Therefore, this policy promotes more sustainable travel choices and ensures that these routes will be fully integrated with the existing network and reduces greenhouse gas emissions.

Minor positive effects are identified for SA objective 9 (health and wellbeing), as the policy encourages healthy lifestyles, as well as improved road safety, through the incorporation of increased capacity to accommodate existing and future user demands for pedestrians, cyclists of all abilities, bearing in mind the low car mode share.

This policy is expected to have a minor positive effect on SA objective 2 (air quality and pollution) as it aims to improve air quality around the AAP, including along the A14. This policy sets out proposals for the improvement of links to and from the Jane Coston Bridge over the A14 and for a new busway and strategic cycle path from Landbeach and Waterbeach via Mere Way.

Minor positive effects are expected against SA objectives 13 (services and facilities) and 15 (infrastructure) as improving the wider connectivity between NEC with adjoining communities, the City Centre, nearby villages and the wider countryside and Rights of Way network and developers will be required to contribute to new and improved connections for non-motorised users all of which increases and improves accessibility for those in the area to access employment options and services and facilities (e.g. health, education, training and leisure) more readily.

Minor positive effects are also expected against SA objectives 1 (land, soils and mineral resources), 6 (landscape and townscape), 12 (equality) and 14 (economy) as this policy could improve inequalities in the area based on location or income and competitiveness, vitality and adaptability of the local economy since this policy would help many access additional services and jobs through the improved wider connectivity with adjoining areas, city centre and countryside. In addition, each area where new and improved connections for non-motorised users is expected utilise land that is previously developed and will therefore not affect mineral resources. The policy also states that new structures must be designed to a high-quality having regard for their surroundings which could have positive implications for the local townscape and landscape.

Minor positive effects with uncertainty are expected against SA objective 5 (biodiversity) as the policy states new structure should consider potential connectivity for biodiversity, and maximising connectivity could include improvements to greenways and access to open spaces which could have positive for local wildlife.

### B. Rely on existing policy

Existing Local Plan policies relating to transport and travel, including Cambridge Local Plan policies 5, 80 and 81, and South Cambridgeshire policies HQ/1 and TI/2 promote a joined up transport network, including in terms of sustainable transport, but do not include the detail that the preferred policy includes with regards to crossing busy roads, the guided busway and the railway line. As such, they also do not consider potential for these to incorporate features such as biodiversity enhancements or

accessibility for cyclists and wheelchair users. As such, mixed minor positive uncertain effects are expected against the SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel) as this approach would likely provide some level of connectivity to the wider network. However, this option may not fully meet the need for new and improved connections for non-motorised users across the area and neighbouring areas. Therefore, minor negative uncertain effects are expected with regards to SA objectives 9 (health and wellbeing) and 12 (equality).

**C. Address some or all barriers and/or with a different solution**

Alternative option C is expected to have the same effects as the preferred policy, as both aim to address some or all the barriers hindering wider connectivity; Alternative option 2 would provide a different solution, but the outcome would be the same.

**Recommendations**

It is recommended that the policy requires active travel links to be tied in with the green infrastructure network thereby providing additional positive effects for access to green spaces and wildlife habitats.

**Policy 16: Cycle Parking**

**Policy options**

- A. Preferred policy – Cycle Parking
- B. Alternative option – Status quo: Rely on existing policy

*Table 24 Policy 16: Cycle Parking*

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	+
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+

SA objective	A	B
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+
15. Support appropriate investment in people, places, communities and other infrastructure	+	+
16. Reduce the need to travel and promote more sustainable travel choices	++	++

### A. Cycle Parking

Significant positive effects are expected against SA objective and 16 (sustainable travel) as the policy aims to provide cycle parking infrastructure in excess of the minimum standards and in a manner that is convenient, flexible, safe, secure and integral to the public realm and thereby indirectly encourages the increased use of active modes of travel.

Minor positive effects are expected against SA objectives 13 (services and facilities) and 15 (infrastructure) as this policy could improve access to employment options and services and facilities (e.g. health, education, training and leisure) by providing much needed cycle infrastructure.

Minor positive effects are expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality) and 14 (economy) as additional cycle parking within the area could encourage increased use of cycling as the primary mode of transport which would improve air quality and reduce greenhouse gas emissions, vulnerability to climate change and inequalities through increased use of alternative modes of transport and improve health and wellbeing and the local economy, by enabling sustainable access to services and employment. It is included within the policy that at least 5-10% of cycling parking provision should be designed to accommodate non-standard cycles which would enable those with specially adapted bikes to travel by bike. In addition, the policy states that cycle parking infrastructure must be provided in a manner that is integral to the public realm thereby improving the townscape.

### B. Rely on existing policy

In the absence of the preferred policy, Appendix L of the Cambridge Local Plan and Figure 11 of the South Cambridgeshire Local Plan sets out cycle parking standards that would apply to the area. This would lead to a substantial amount of cycle parking (albeit lower than the preferred policy) and the Cambridge Local Plan requires 20% provision to be for non-standard cycles, whereas the South Cambridgeshire Local Plan does not specify. Cycle parking infrastructure would still need to be provided in line with Policy HQ/1 of the South Cambridgeshire Local Plan and Policy 59 of the Cambridge Local Plan, as stated in the policy. As such, effects of this option are likely to be similar to the preferred option, but with uncertainty for SA objective 12 (equality) as the approach to provision for non-standard cycles may vary across the site.

### Recommendations

It is recommended that cycle parking infrastructure be stationed throughout the area, but specifically in more deprived areas to encourage the use of active sustainable travel and allow for additional ways to access employment options, services and facilities.

## Policy 17: Safeguarding for Cambridge Autonomous Metro & Public Transport

### Policy options

- A. Preferred policy – Safeguarding for CAM & Public Transport
- B. Alternative option – Status quo: Rely on existing policy

Table 25 Policy 17: Safeguarding for CAM & Public Transport

SA objective	A	B
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SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	+?
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+?
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+?
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+?
15. Support appropriate investment in people, places, communities and other infrastructure	++	+
16. Reduce the need to travel and promote more sustainable travel choices	++	+

#### A. Safeguarding for CAM and Public Transport

Significant positive effects are expected against SA objectives 15 (infrastructure) and 16 (sustainable travel) as the policy aims to create an integrated sustainable transport network that includes the Cambridge Autonomous Metro, quality transport interchange and mobility hub. The interchange aims to seamlessly link three rapid transit routes from the central core, the St Ives route and the proposed Waterbeach route and link to the railway network. Also, mobility hubs will be provided on key walking and cycling routes, main arrival points into NEC as well as within the identified centres, across the site to enable interchange between public transport and other mobility options within the site. Therefore, this policy aims to reconfigure the public transport and cycling and walking paths to provide improved travel options which supports investment in the community and other infrastructure and promoting more sustainable travel choices.

Minor positive effects are expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality), 13 (services and facilities) and 14 (economy) as safeguarding public transport helps to minimise air pollution, reduce the effects of climate change help to minimise greenhouse gas emissions, reduce inequalities and improve access to employment options and services and facilities by improving access



to and quality of public transport. The policy also aims to design the public realm to enable seamless interface between different options at the mobility hubs thereby enhancing the local townscape.

### B. Rely on existing policy

Policy TI/1 of the South Cambridgeshire Local Plan safeguards land at Chesterton Sidings for development of a rail station and interchange facility but does not give further details of the development to come forward at this site. Neither of the existing local plans make reference to the Cambridge Autonomous Metro, although both include policies that promote sustainable transport. As such, similar effects are expected to the preferred policy, but with greater uncertainty and no significant positive effects, as this option is unlikely to result an interlinked, multi-modal transport hub, particularly of the scale and variety set out in the preferred policy.

### Recommendations

No recommendations.

### Policy 18: Last mile deliveries

#### Policy options

- A. Preferred policy – Last mile deliveries
- B. Alternative option – Only one consolidation hub
- C. Alternative option – No consolidation hubs

Table 26 Policy 18: Last mile deliveries

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++	+	-
3. Protect and where possible enhance the quality of the water environment	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+	-
8. Reduce vulnerability to future climate change effects	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0

SA objective	A	B	C
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	0
15. Support appropriate investment in people, places, communities and other infrastructure	+	+	0
16. Reduce the need to travel and promote more sustainable travel choices	+	+	0

### A. Last mile Deliveries

Significant positive effects are expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) as the policy grants planning permission for delivery hubs up to 1,500sqm to enable the consolidation of deliveries to service the needs of local businesses, retailers, community uses and residents. Therefore, this policy could improve air quality and reduce greenhouse gas emissions throughout the AAP area as the 'last-mile' delivery is encouraged to be by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles and for bulkier items using electric vehicles.

Minor positive effects are expected against SA objectives 14 (economy), 15 (infrastructure) and 16 (sustainable travel) as delivery hubs are likely to reduce greenhouse gas emissions, improve the local economy through innovative and flexible solutions and support appropriate investment in the community and other infrastructure.

### B. Only One Consolidation Hub

Alternative B is expected to have very similar effects to the preferred policy, however as this option only proposes one consolidation hub rather than multiple, no significant positive effects have been identified.

### C. No Consolidation Hubs

Alternative C represents a 'do nothing' approach as it would not provide any consolidation hubs for deliveries. Minor negative effects are expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) as this option would provide no consolidation hubs compared to the preferred policy. This could have negative implications for air quality and minimising effects on climate change since last mile deliveries are more likely to be undertaken by less sustainable modes of transport, and by a larger number of vehicles, which could exacerbate congestion in NEC.

### Recommendations

It is recommended that this policy strengthens its wording to require, rather than encourage, use sustainable modes of transport as the 'last mile' delivery. This will provide additional positive effects for the SA objectives discussed above.

## Policy 19: User hierarchy for streets

### Policy options

- A. Preferred policy – User hierarchy for streets
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Locate primary traffic route around the periphery of NEC with priority to walking and cycling
- D. Alternative option – Restrict all non-essential traffic from the site

Table 27 Policy 19: User hierarchy for streets

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect	0	0	0	0

SA objective	A	B	C	D
soils and economic mineral reserves				
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++	+/-	++	++
3. Protect and where possible enhance the quality of the water environment	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0	+	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	+/-	++	++
8. Reduce vulnerability to future climate change effects	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+	?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+	+	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	+?	+?
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	++	+/-	++	++

### A. User hierarchy for streets

Significant positive effects are expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) as the policy aims to design the public realm to put people first. Streets should be designed around the road user hierarchy with priority given to active sustainable modes of travel. Therefore, this policy could minimise air quality throughout the AAP area and minimise greenhouse gas emissions by designing roads to be made for pedestrians and cyclists.

Significant positive effects are also expected against SA objective and 16 (sustainable travel) as the policy aims to design the NEC in accordance with the road user hierarchy thereby including high quality segregated paths and cycle paths for all non-vehicular users, including micro mobility, which will help improve road safety and the attractiveness of active modes of transport.

Minor positive effects are expected against SA objectives 6 (landscape and townscape), 9 (health and wellbeing), 13 (services and facilities) and 14 (economy) as prioritising active sustainable modes of travel will improve health and wellbeing and improve the public realm through designing streets for people and around the road user hierarchy and ensuring low traffic speeds. In addition, the policy will allow for improved adaptability and accessibility of local employment opportunities and services and facilities. Minor positive effects are also expected for SA objective 12 (equality), because the policy states that secondary streets will provide access for people with mobility issues.

### B. Status quo: Rely on existing policy

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan state that development at NEC should ensure high quality access linkages, including for pedestrians and cyclists. Policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59, 80 and 81 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. However, existing policies do not place the same emphasis on prioritising walking and cycling and the user hierarchy. As such, effects are expected to be similar to the preferred option but no significant positive effects are considered likely. In addition, mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as measures in existing local plans place limited emphasis on reducing the need to travel, therefore a greater level of vehicle use is expected.

### C. Locate primary traffic route around the periphery of NEC with priority to walking and cycling

Alternative C is expected to have similar effects as the preferred policy as it aims to locate the primary traffic route around the periphery of NEC with priority to walking and cycling within the heart of NEC, rather than including primary roads within the NEC. It is assumed there would be no difference in secondary streets from the preferred policy. However, it is likely that this option will have additional positive effects on the public realm and promotion of more sustainable active modes of transport as limiting the traffic route to the periphery of NEC would reduce traffic congestion and improve road safety for all road users. This option results in added uncertainty for SA objective 14 (economy), as this could disrupt deliveries to businesses within NEC.

### D. Restrict all non-essential traffic from the site

Alternative D aims to restrict all non-essential traffic from the site, making it car free, utilising centralised refuse collection and consolidation hubs. While this option is expected to have similar effects against the SA objectives as the preferred policy, it is likely that this option will have a longer lasting positive effect by determining that the site is car free. Effects for SA objective 12 (equality) are uncertain for this option as it is uncertain whether access for those with mobility needs would be considered 'essential'. Similarly, this option results in added uncertainty for SA objective 14 (economy), as this could disrupt deliveries to businesses within NEC.

### Recommendations

It is recommended that text be added that requires at least part of the site to be car free, which would provide additional benefits to resident health and well-being, air pollution and combating climate change. The user hierarchy could also be amended to include car sharing and electric vehicles at the same level as car share and taxis.

## Policy 20: Managing Motorised Vehicles

### Policy options

- A. Preferred policy – Managing Motorised Vehicles
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Introduce a vehicular trip budget but no parking restraint
- D. Alternative option – Introduce parking budget but no trip budgets

Table 28 Policy 20: Managing Motorised Vehicles

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++/-	+/-?	+/-?	+/-
3. Protect and where possible enhance the quality of the water environment	0	0	0	0

SA objective	A	B	C	D
4. Avoid adverse effects on designated sites and protected species	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0	0?	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	++/-	+/-?	+/-?	+/-
8. Reduce vulnerability to future climate change effects	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	-	0	-	-
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	++/-	+/-?	+/-?	+/-

### A. Managing Motorised Vehicles

The preferred approach seeks to deliver NEC in a way that does not result in peak-period highway trip levels increasing above existing levels, which requires the introduction of a 'trip budget' for development proposals, and limits to parking provision. No significant effects are expected for this policy; however mixed significant positive and minor negative effects are expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). This is due to the fact that consideration should be given to the design and location of parking provision to create a place that positively encourages walking and cycling instead of car use for short trips. The minor negative effects arise as, whilst this policy seeks to add substantial management of traffic flows in and out of NEC, the trip budget and parking allowances still allow for a large amount of vehicle traffic overall within NEC.

A minor positive effect is expected against SA objectives 6 (landscape and townscape), as planning positively and restricting the amount of vehicle trip generation will improve the public realm by reducing street parking. Minor negative effects are expected against SA objective 14 (economy) as restricting the amount of vehicle trip generation could adversely affect the local economy in the short term, as it is unlikely that improved public and active transport infrastructure will be provided at the same time as residential and economic development.

### B. Rely on existing policy

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan state that development at NEC should ensure high quality access linkages, including for pedestrians and cyclists. Policies HQ/1 and TI/2 of the South

Cambridgeshire Local Plan, and policies 5, 59, 80 and 81 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. However, existing policies do not include a trip budget or parking restrictions for NEC. As such, this option is likely to have similar effects to Option C, but with no effects expected for SA objective 14 (economy).

**C. Introduce a vehicular trip budget but no parking restraint**

It may be that this option would mean it is more likely that the trip budget will not be adhered to, and could lead to more parking and therefore more vehicle movements within the site than the preferred policy, therefore mixed minor positive and minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). Negligible uncertain effects are recorded for SA objective 6 (landscape and townscape), as this alternative would be unlikely to improve the townscape due to less on-street parking.

**D. Introduce a parking budget but no trip budgets**

Alternative D aims to introduce a parking budget but no trip budgets, therefore it is expected to have similar effects to alternative option C, as the trip budget and parking restraint are linked. Whilst parking would be restricted, it may be that this option would mean more vehicle movements to and from the site would take place, therefore mixed minor positive and minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel).

**Recommendations**

It is recommended that the policy makes it clear that the trip budget and parking restrictions are maximum figures and that vehicle movements within NEC should be minimised as far as possible. It could also cross-refer to Policy 19.

**Chapter 5 – Environment, Health and Wellbeing**

**Policy 21: Biodiversity & Net Gain**

**Policy options**

- A. Preferred policy – Biodiversity & Net Gain
- B. Alternative option – Status quo: Rely on existing policy

*Table 29 Policy 21: Biodiversity & Net Gain*

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++?	++?
3. Protect and where possible enhance the quality of the water environment	++?	0
4. Avoid adverse effects on designated sites and protected species	++?	++?
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++?	++?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	0

SA objective	A	B
8. Reduce vulnerability to future climate change effects	+	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+
10. Improve the quantity and quality of publicly accessible open space	+?	+?
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Biodiversity & Net Gain

Significant positive effects are expected against SA objectives 3 (water), 4 (protected habitats and species) and 5 (biodiversity) as development proposals will be required to deliver a minimum of 10% net gain in biodiversity value and shall follow the mitigation hierarchy. This will be achieved through, including but not limited to, the provision of a measurable improvement in the size, quality, diversity and interconnectedness of the sites habitats, to deliver a coherent and high-quality ecological network as part of the wider green infrastructure network, landscape character and place making. It is also expected that coordinated habitat and water quality improvements to the First Public Drain, Milton County and Chesterton Fen will be delivered. Uncertainty is attached to these objectives as the expected passage of the Environment Bill will make 10% biodiversity net gain mandatory for most developments and therefore subdue the significance of these scores.

Minor positive effects are expected against SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience) as an increase in biodiversity net gain would help to combat climate change and help to build resilience to the effects of climate change, such as more extreme weather events.

Minor positive effects are also expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 9 (health and wellbeing), 10 (open space) and 14 (economy) as improving the green infrastructure network could help to manage air pollution within the area and health and wellbeing of residents and workers within the area. In addition, enhanced green infrastructure could improve the public realm and attract and retain talent by making NEC an attractive area to live and work, therefore improving and maintaining the local economy. Uncertainty is attached to SA objectives 2 (air quality and pollution) and 10 (open space) as positive effects are dependent on the location and nature of green infrastructure and open space.

#### B. Rely on existing policy

Cambridge Local Plan policies 69 and 70, and South Cambridgeshire Local Plan Policy NH/4, focus more on protection of species and habitats than net gain. Neither require a set net gain standard nor specify how any enhancement may be measured. Both plans also include support for provision of green infrastructure, with the South Cambridgeshire Local Plan having a specific policy on this (NH/6). As such, this option is expected to have minor positive effects on SA objectives 2 (air quality and pollution), 4 (protected habitats and species), 5 (biodiversity), 6 (landscape and townscape), 9 (health and wellbeing), 10 (open space) and 14 (economy).

## Recommendations

It is recommended that the policy further emphasises that 10% is a minimum value and encourages a higher level of biodiversity net gain where possible.

## Policy 22: Tree Protection and Coverage

### Policy options

- A. Preferred policy – Tree Protection and Coverage
- B. Alternative option – Rely on existing Cambridge Local Plan policy 71
- C. Alternative option – Rely on existing South Cambridgeshire Local Plan Policies NH/7, HQ/1, NH4

Table 30 Policy 22: Tree Protection and Coverage

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+?	+?	+?
3. Protect and where possible enhance the quality of the water environment	+?	+?	+?
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++	+	+
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	+
8. Reduce vulnerability to future climate change effects	+	+	+
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0



SA objective	A	B	C
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0	0

### A. Tree Protection and Coverage

Significant positive effects are expected against SA objective 5 (biodiversity) as this policy aims to increase the areas of canopy cover by protecting trees of value and ensures new development will plant new trees of appropriate species and size. As such, it is likely that a greater area of tree habitat will be delivered, benefitting species reliant on this.

Minor positive effects are expected against SA objectives 2 (air quality and pollution), 3 (water), 6 (landscape and townscape), 7 (greenhouse gas emissions), 8 (climate change resilience) and 9 (health and wellbeing), as protecting existing trees and increasing canopy cover has a wide range of positive implications for the area from increased health and wellbeing through the creation of shade and shelter to reducing the area's vulnerability to climate change through for example, reducing the urban heat island effect. Uncertainty is attached to SA objectives 2 (air quality and pollution) and 3 (water) as the positive effects depend on where new trees are planted.

### B. Rely on existing Cambridge Local Plan policy 71

Alternative B is expected to have similar effects as the preferred policy, but without significant positive effects. This is due to the fact that Policy 71 of the Cambridge Local Plan 2018 has weaker language and does not aim to achieve the City of Cambridge's canopy cover target of 19% coverage by 2030.

### C. Rely on existing South Cambridgeshire Local Plan Policies NH/7, HQ/1, NH4

This alternative is expected to have the same effects as Alternative B, but for different reasons. Policy NH/7 only relates to ancient woodland and veteran trees, however there are no ancient woodland in NEC and it is expected that there are no veteran trees on site. Therefore, the trees on site are not protected by this policy. The other two policies, HQ1 and NH4 relate to design principles and biodiversity, but of which would have positive effects, but not to the same extent as having a specific tree protection policy such as the preferred policy.

### Recommendations

It is recommended that additional text be added to ensure the policy emphasises the importance of the inclusion of native tree species being included on site.

## Policy 23: Open Space, Sport and Recreation Standards

### Policy options

- A. Preferred policy – Open Space, Sport and Recreation Standards
- B. Alternative option – Strict application of Cambridge City Local Plan 2018 – Appendix I
- C. Alternative option – Retention of South Cambridgeshire District Council Local Plan 2018 Policy SC/7
- D. Alternative option – Provision of green spaces at a district size

Table 31 Policy 23: Open Space, Sport and Recreation Standards

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+?	+?	+?	+?

SA objective	A	B	C	D
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+?	+?	+?	+?
3. Protect and where possible enhance the quality of the water environment	+?	+?	+?	+?
4. Avoid adverse effects on designated sites and protected species	+/-	0	0	+?
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+?	+?	+?	+?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+?	+?	+?	+?
7. Minimise impacts on climate change (including greenhouse gas emissions)	+?	+?	+?	+?
8. Reduce vulnerability to future climate change effects	+?	+?	+?	+?
9. Maintain and enhance human health and wellbeing and reduce inequalities	++	++	++	++
10. Improve the quantity and quality of publicly accessible open space	++	++	++	++
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+?	+?	+?	+?
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	+?	+?	+?	+?

#### A. Open Space, Sport and Recreation Standards

Significant positive effects are expected against SA objectives 9 (health and wellbeing) and 10 (open space) as all residential development proposals should contribute to the provision of open space and recreation sites/facilities on-site. The policy notes that the successful integration of open space should be provided for early in the design process. Also, all open spaces will be high quality, low maintenance, publicly accessible with a multi-use functionality to ensure they maximise their utility, availability and functionality throughout the year. Overall, the aim of this policy is to provide additional high quality and accessible open space will increase health and wellbeing and increase the amount of and quality of accessible green space for residents and wildlife.

Minor positive effects are expected against SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 3 (water), 5 (biodiversity), 6 (landscape and townscape), 7 (greenhouse gas emissions), 8 (climate change resilience), 14 (economy) and 16 (sustainable travel) as an increase in open space and recreation sites/facilities are likely to have a wide

range of positive implications for the area from increased health and wellbeing to reducing the need to travel to facilities further afield. Uncertainty is attached to each of these objectives as the positive effects depend on the nature of the open space provided.

Mixed minor positive and minor negative effects are expected against SA objective 4 (protected habitats and species) as the policy aims to improve wayfinding at Bramblefields Local Nature Reserve. Whilst this could help manage visitor movements, it could also increase the popularity of the site, therefore increasing recreational pressure and associated disturbance.

**B. Strict application of Cambridge City Local Plan 2018 – Appendix I**

Appendix I, as referenced in the preferred policy, sets out standards for provision of open space. Whilst it includes criteria to recognise space with environmental and recreational value, protection against loss of open space is not as strong as the preferred policy. Appendix I does not include a requirement for spaces to link up to form a wider network or mitigation of adverse effects on amenity from outdoor sports provision. Nevertheless, similar effects are expected as the preferred policy, with the exception of negligible effects being recorded for SA objective 4 (protected habitats and species).

**C. Retention of South Cambridgeshire District Council Local Plan 2018 Policy SC/7**

This alternative is expected to have the same significant and minor positive effects against the same SA objectives that were assessed to have positive effects against the preferred policy, with the exception of negligible effects being recorded for SA objective 4 (protected habitats and species), as retaining Policy SC/7 of the South Cambridgeshire District Council Local Plan 2018 sets a standard for all development to contribute to Outdoor Playing Space and Informal Open Space. The standards utilised reflect the district’s rural nature therefore the AAP area may not be able to accommodate these standards.

**C. Provision of green spaces at a district size (interconnected network of smaller parks/open spaces)**

This alternative is expected to have the same significant and minor positive effects against the same SA objectives that were assessed to have positive effects against the preferred policy as it aims to make provision of green spaces at a district size including a number of walkable and cyclable neighbourhood level parks with large green corridors in common. This alternative would have an additional significant positive effect compared to the preferred policy against SA objective 5 (biodiversity) as it puts a greater emphasis on the delivery of an interconnected network of smaller parks/open space that could provide habitat connectivity for wildlife and allow residents and employees in the AAP and wider area to enjoy and access wildlife and green space.

**Recommendations**

It is recommended to combine Option D with the preferred policy as making provision for green space at a district size, including a number of walkable and cyclable neighbourhood level parks with large green corridors in common would have additional significant positive effects.

**Policy 24: Water Quality, Demand and Sustainable Urban Drainage**

**Policy options**

- A. Preferred policy – Policy 24: Water Quality, Demand and Sustainable Urban Drainage
- B. Alternative option – Requires retention of SCDC LP Policy CC/4 and CC/7
- C. Alternative option – Retention of CCC policy 31
- D. Alternative option – Requirements to make water recycling, stormwater and rainwater harvesting part of development design

*Table .32 Policy 24: Water Quality, Demand and Sustainable Drainage*

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0	0	0

SA objective	A	B	C	D
3. Protect and where possible enhance the quality of the water environment	++	++	+	+
4. Avoid adverse effects on designated sites and protected species	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0	0	+
8. Reduce vulnerability to future climate change effects	+	+	+	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	0	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0	0	0

#### A. Preferred policy

The preferred option is expected to have a significant positive effect on SA objective 3 (water) as overall the policy seeks to improve the water environment of proposed developments. The policy states that a Water Quality Risk Assessment will be required and secured through a planning obligation and developers will need to demonstrate that all proposed development will have an adequate supply of water, appropriate sewerage infrastructure and sufficient sewage treatment capacity.

The policy is expected to have a minor positive effect on SA objective 5 (biodiversity) as it permits development adjacent to a water body that actively seeks to enhance the water body in terms of its hydro morphology, biodiversity potential and setting. A minor positive effect is expected for SA objective 6 (landscape and townscape) as the policy permits development in terms of size, form and materials and make an active contribution to placemaking. Furthermore, a minor positive is expected for SA objective 8 (climate change resilience) as the policy sees water as a resource and re-used where practicable, offsetting potable water demand and that a water sensitive approach including impacts of climate change are considered in the design of the development. This will help protect water resources as they become scarcer as a result of climate change.

#### B. Retention of SCDC LP Policy CC/4 and CC/7

The policy option is expected to have a significant positive effect on SA objective 3 (water) as it would require development to achieve a minimum water efficiency of equivalent to 110 litres per person per day and non-residential development must be accompanied by water conservation strategy with minimum water efficiency standards. The policy also aims to protect and

enhance water quality through expecting development to have adequate water supply, sewerage and land drainage; demonstrate the quality of ground, surface or water bodies that will not be harmed; and consider SuDS solutions. A minor positive effect is also expected for SA objective 8 (climate change resilience) as considering a SuDS solution can help mitigate the effects of climate change, such as increased risk of flooding and heavy rainfall.

**C. Retention of CCC policy 31**

The policy option is expected to have a minor positive effect on SA objective 3 (water) as it requires development to manage surface water close to the source, have no discharge from site when rainfall occurs up to 5mm and all run-off from hard surfaces receives appropriate level of treatment in accordance with SuDS. The policy also requires watercourse to have culverts removed and all hard surfaces are permeable where reasonably practicable. A minor positive effect is also expected for SA objective 8 (climate change resilience) as considering a SuDS solution can help mitigate the effects of climate change, such as increased risk of flooding and heavy rainfall.

**D. Requirements to make water recycling, stormwater and rainwater harvesting part of development design**

The policy option is expected to have a minor positive effect on SA objectives 3 (water) and 8 (climate change resilience) as it seeks to recycle water, as well as harvest stormwater and rainwater through developments designs, which will need to be compliant with maximum BREEAM credits for water efficiency and will need to have the lowest possible carbon output.

**Recommendations**

The preferred policy could incorporate water recycling and rainwater harvesting, as set out in option D.

**Policy 25: Flood Risk**

**Policy options**

- A. Preferred policy – Policy 25: Flood Risk
- B. Alternative option – Requires retention of SCDC LP policy CC/8 and CC/9
- C. Alternative option – Retention of CCC LP policy 32
- D. Alternative option – Predicates requirement for whole site strategic sustainable urban drainage system that contributes towards the open space and green and blue infrastructure requirement for the entire site

Table .33 Policy 25: Flood Risk

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0	0	0
3. Protect and where possible enhance the quality of the water environment	+	+	+	+
4. Avoid adverse effects on designated sites and protected species	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	+	+	++
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0	0	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0	0	0
8. Reduce vulnerability to future climate change effects	++	++	++	++

SA objective	A	B	C	D
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+	+
10. Improve the quantity and quality of publicly accessible open space	0	0	0	++
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0	+
15. Support appropriate investment in people, places, communities and other infrastructure	0	0	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0	0	0

#### A. Preferred policy

The preferred policy option is expected to have a minor positive effect on SA objective 3 (water) as the policy aims to protect future development from flooding, which will protect the water environment. The policy requires that certain thresholds should be met for developing on existing development sites, such as a peak rate of run-off over the lifetime of the development should achieve greenfield run-off rates or if this is not possible discharge should be no more than 2 litres per second per hectare for all events up to the 100-year period event. Furthermore, the policy includes conditions depending on the Environment Agency's (EA) Flood Zone rating for undeveloped sites. If a site is in the EA Flood Zone 3b it must be a water-compatible development and not increase flood risk elsewhere. The policy is expected to have a positive effect on SA objectives 5 (biodiversity) and 9 (health and wellbeing), as the risk of future flooding could decrease which may protect public safety, along with wildlife and the natural environment.

#### B. Retention of the South Cambridgeshire District Council Local Plan 2018 Policy CC/8: Sustainable Drainage Systems and Policy CC/9: Managing Flood Risk

The policy option is expected to have a significant positive effect on SA objective 8 (climate change resilience) as the policy aims to reduce vulnerability to climate change effects by making sure future development can withstand flooding, the likelihood of which is expected to increase as a result of climate change.

The policy option is expected to have a minor positive effect on SA objective 3 (water) as the policy aims to protect future development from flooding, which will protect the water environment, through specific development conditions, hierarchies for discharge destinations and site specific Flood Risk Assessments (FRAs) that will need to meet national and local guidance. The policy option is expected to have a minor positive effect on SA objective 5 (biodiversity) as development proposals are required to integrate sustainable drainage with enhancing biodiversity and contributing to a network of green and blue space. Moreover, integrating sustainable drainage will protect wildlife and the natural environment from flooding. The policy is also expected to have a positive effect on SA objective 9 (health and wellbeing), as the risk of future flooding could decrease which may protect public safety.

#### C. Retention of CCC LP policy 32

The policy option is expected to have a minor positive effect on SA objective 3 (water) as the policy aims to protect future development from flooding through specific development conditions, which will protect the water environment. The policy option is expected to have a significant positive effect on SA objective 8 (climate change resilience), as the policy allows for the effects of climate change by requiring the development not to effect the peak rate of run-off and mitigation against any future risk of flooding.

The policy is also expected to have a positive effect on SA objectives 5 (biodiversity) and 9 (health and wellbeing), as the risk of future flooding could decrease, which may protect public safety, along with wildlife and the natural environment.

**D. Predicates requirement for whole site strategic sustainable urban drainage system that contributes towards the open space and green and blue infrastructure requirement for the entire site**

This policy is expected to have similar effects to the preferred policy, as it seeks to manage drainage and reduce the risk of flooding across the site. However, significant positive effects are expected for SA objectives 5 (biodiversity) and 10 (open space), as this option includes blue and green infrastructure enhancements. This will also help the site adapt to climate change, as green and blue infrastructure can help aid local cooling and provide biodiversity corridors. Minor positive effects are also expected for SA objectives 6 (landscape and townscape) and 14 (economy), as green infrastructure can help create a more attractive area and can encourage inward investment.

**Recommendations**

It is recommended that the policy requires SUDS to be naturalised, where possible and therefore enhance green and blue infrastructure in NEC.

**Policy 25b: Environmental Protection**

**Policy options**

- A. Preferred policy – Policy 25b: Environmental Protection
- B. Alternative option - Leave mitigation of impact up to the applicant and for them to demonstrate this through the development management process

*Table.34 Policy 25b: Environmental Protection*

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++	+?
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+?	?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+?	?
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	?
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0

SA objective	A	B
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

The preferred policy is expected to have a significant positive effect on SA objective 2 (air quality and pollution), as the policy states development should, wherever possible, consider opportunities to enhance and improve local environmental conditions such as noise pollution and air quality.

The policy is expected to have a minor positive effect on SA objective 9 (health and wellbeing), as the policy aims to protect the health of those living in future residential developments. The policy requires developers to identify any adverse environmental impacts such as noise, air pollutants and land contamination and complete any relevant assessments of these environmental effects. Furthermore, the policy supports planning obligations that may help mitigate against unacceptable levels of risk from pollutants.

Minor positive effects are also identified with regards to SA objectives 5 (biodiversity) and 6 (landscape and townscape), as the policy seeks to minimise and mitigate adverse effects on the natural environment. This could include mitigating noise, light and vibration pollution that could otherwise disturb wildlife and have a negative effect on townscape.

#### B. Leave mitigation of impact up to the applicant and for them to demonstrate this through the development management process

This option would likely lead to varying standards across the site and less certainty for both applicants and development management regarding what is acceptable. Minor positive uncertain effects are expected for SA objective 2 (air quality and pollution) as there is likely to be a degree of environmental protection but it is less certain what this will look like. Uncertain or negligible effects are expected for the remaining SA objectives.

#### Recommendations

No recommendations identified.

## Chapter 6 – Built Form

### Policy 26: Creating a high quality, distinctive new City District

#### Policy options

- A. Preferred policy – Policy 26: Creating a high quality, distinctive new City District
- B. Alternative option – Status quo: Rely on the CLP allocation and existing Local Plan Policies (without the proposed defined framework)

Table 35 Policy 26: Creating a high quality, distinctive new City District

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	++	+



SA objective	A	B
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	+	+
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+
15. Support appropriate investment in people, places, communities and other infrastructure	+	+
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

The preferred policy is expected to have a significant positive effect on SA objective 6 (landscape and townscape) as the policy ensure future proposals designs are integrated into the existing landscape and fit with the current buildings. Buildings, streets and spaces will have to be designed so they have a positive impact on their setting in terms of the site, height scape and form. Consideration will also need to be made for materials and detailing.

The policy is also expected to have a minor positive effect on SA objective 10 (open space) and 15 (infrastructure) as the policy expect proposals to create clearly defined public and private amenity spaces that are inclusive, usable, safe and enjoyable, therefore proposals will invest in places and communities. Minor positive effects are also expected for SA objective 14 (economy), as an attractive and vibrant townscape can help attract workers and businesses to the area.

#### B. Rely on the Cambridge Local Plan (CLP) allocation and existing Local Plan Policies (without the proposed defined framework)

Policy 15 of the adopted Cambridge Local Plan and Policy SS/4 of the adopted South Cambridgeshire Local Plan do not give details on the design of development. . However, other policies in the existing Local Plans seek to ensure residential amenity, require development to be sensitive to its surroundings, protect and enhance open space and protect the historic environment. As such, minor positive effects are expected for SA objectives 6 (landscape and townscape), 10 (open space), 14 (economy) and 15 (infrastructure).

#### Recommendations

No recommendations identified.

### Policy 27: Creating a comprehensive streets and spaces network

#### Policy options

A. Preferred policy – Policy 27: Creating a comprehensive streets and spaces network

B. Alternative option – Status quo: Rely on existing policy

Table .36 Policy 27: Creating a comprehensive streets and spaces network

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	+/-
3. Protect and where possible enhance the quality of the water environment	+	+

SA objective	A	B
4. Avoid adverse effects on designated sites and protected species	0	+
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	+
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+/-
8. Reduce vulnerability to future climate change effects	+	+
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	+	+/-

#### A. Preferred policy

The preferred policy is expected to have a minor positive effect on SA objectives 2 (air quality and pollution), 3 (water) and 5 (biodiversity), as the policy aims to protect the environment of streets and spaces, including through the protection of air quality, incorporating trees and planting into the public realm and integrating Sustainable Drainage Systems (SuDS) to prevent flooding and protect the water environment and wildlife. The policy is expected to have a minor positive effect on SA objective 9 (health and wellbeing), as reducing flood risk will help protect public safety.

The policy option is also expected to have a minor positive effect on SA objective 8 (climate change resilience), as the policy aims reduce vulnerability to climate change effects by making sure future development can withstand flooding through the integration of SuDS.

The policy is expected to have a minor positive effect on SA objective 6 (landscape and townscape), as it supports a coordinated approach to the design and siting of street furniture, boundary treatments, lighting, signage and public art, which will support and enhance the local distinctiveness and townscape character. Furthermore, the preferred policy is expected to have a minor positive effect on SA objectives 7 (greenhouse gas emissions), 12 (equality) and 16 (sustainable travel), as the policy ensure that design is inclusive by considering all users and prioritises pedestrian and cycle movements.

#### B. Rely on existing policy

Policy 15 of the adopted Cambridge Local Plan and Policy SS/4 of the adopted South Cambridgeshire Local Plan do not give details on the design of development, including key routes and specific active travel links. However, existing policies, such as HQ/1 and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59 and 80 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. Mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as measures in existing local plans place limited emphasis on reducing the need to travel, therefore a greater level of vehicle use is expected. Both existing Local Plans also require use of SuDS, therefore minor positive effects are expected for SA objective 3 (water), 8 (climate change resilience) and 9 (health and wellbeing). Existing policies also require protection of key habitats and species and promote protection and planting of trees, therefore minor positive effects are expected for SA objectives 4 (protected habitats and species) and 5 (biodiversity).

## Recommendations

No recommendations identified.

## Policy 28: Buildings heights, scale and massing

### Policy options

- A. Preferred policy – Policy 28: Building heights, scale and massing
- B. Alternative option – Status quo: Rely on existing policy

Table .37 Policy 28: Building heights, scale and massing

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	++	+
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

### A. Preferred policy

The preferred policy option is expected to have a significant positive effect on SA objective 6 (landscape and townscape), as the policy aims to be exemplary in design and make a positive contribution to local and wider skyline. The policy considers adequate separation between buildings and a limit to the cumulative impact of scale and massing.

The policy option is expected to have a minor positive effect on SA objective 12 (equality) as the policy requires proposals designs to be accessible for all and to align with Building Regulations 2010 for England Part M4(2): Accessible and Adaptable Dwellings. Furthermore, designs are required to provide some wheelchair user dwellings on-site in accordance with Building Regulations 2010 for England Part M4(3): Wheelchair user dwellings. Therefore, the policy helps to reduce inequalities related to disability.

### B. Rely on existing policy

Policy 15 of the adopted Cambridge Local Plan and Policy SS/4 of the adopted South Cambridgeshire Local Plan do not give details on the design of development. However, Policy 60 of the Cambridge Local Plan sets out requirements relating to tall buildings and the skyline and Policy HQ/1 of the South Cambridgeshire Local Plan sets out design principles for development. These seek to ensure good design, including of tall buildings, resulting in minor positive effects for SA objective 6 (landscape and townscape). Cambridge Local Plan Policy 51 Accessible Homes requires a proportion of dwellings to be built to Building Regulations requirement M4(3), although South Cambridgeshire Local Plan Policy H/9: Housing Mix only requires a proportion of development to be built to Building Regulations requirement M4(2), making no requirement for M4(3). As such, minor positive effects are expected for SA objective 12 (equality), but these are uncertain as standards would vary across the site.

### Recommendations

The policy could require proposals to undertake a landscape and visual impact assessment and heritage impact assessment prior to development, to ensure that any key views in and out of the city are maintained. The policy could also add a requirement for proposals to ensure the settings of heritage assets are maintained and enhanced.

### Policy 29: Good design at higher densities

#### Policy options

- A. Preferred policy – Policy 29: Good design at higher densities
- B. Alternative option – Do nothing: Revert to the NPPF

Table .38 Policy 29: Good design at higher densities

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	+
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0

SA objective	A	B
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	0?
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

The preferred policy option is expected to have a minor positive effect on SA objective 1 (land, soils and mineral resources), as it promotes efficient use of land through high density development and innovative building types.

The policy is also expected to have a minor positive effect on SA objective 9 (health and wellbeing), as the policy ensures private amenity, that dwellings have natural sunlight and good ventilation, as well as adequate space, which are expected to contribute towards good health and wellbeing. The policy ensures there is enough air circulation, sufficient internal floorspace and private amenity space, and mitigation of microclimate impacts such as wind. Moreover, the policy requires the consideration of sunlight, daylight and overshadowing effects to improve the health and well-being of residents.

#### B. Revert to the National Planning Policy Framework

This option is a 'do nothing' scenario. The NPPF requires densities to be optimised, resulting in minor positive effects on SA objective 1 (land, soils and mineral resources). The effect against SA objective 9 (health and wellbeing) is recorded as negligible uncertain, as not going above and beyond the requirements of the NPPF could result in homes with no or smaller amenity space and less natural daylight, which could have negative effects on health and wellbeing. However, national standards would still need to be adhered to.

#### Recommendations

No recommendations identified.

#### Policy 30: Mixed use forms

##### Policy options

- A. Preferred policy – Policy 30: Mixed use forms
- B. Alternative option – Status quo: Rely on existing policy

Table .39 Policy 30: Mixed use forms

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0
2. Improve air quality and minimise or mitigate against sources	0	0

SA objective	A	B
of environmental pollution		
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+?
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	-
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	0	0
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+?
15. Support appropriate investment in people, places, communities and other infrastructure	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	0

#### A. Preferred policy

The preferred policy option is expected to have a minor positive effect on SA objectives 6 (landscape and townscape), 9 (health and wellbeing) and 14 (economy) as the policy is likely to help maintain health and wellbeing of residents, while also helping to improve the economy. The policy ensures that incompatible uses are avoided that could impact on amenity of residents and occupiers in the same or adjacent block. Furthermore, the policy also ensures businesses can function effectively and seeks to diversity and activate the street scene, which will contribute to creating a vibrant townscape and attracting businesses to the area.

#### B. Rely on existing policy

Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan allocate NEC for high quality mixed use development, including employment, commercial, retail, leisure and residential uses. The Cambridge Local Plan contains more detail on the need for active ground floor uses than the South Cambridgeshire Local Plan, and both include general design policies, but neither include detailed policies for this area. Existing design policies are likely to result in minor positive effects on SA objectives 6 (landscape and townscape) and 14 (economy), although effects are uncertain as requirements will differ across the site.

Without the preferred policy, there may be potential for business uses to negatively impact the amenity of residents, therefore a minor negative effect is expected for SA objective 9 (health and wellbeing).

## Recommendations

No recommendations identified.

## Chapter 7 – Sub-areas

### Policy 31: Sub-Area principles

#### Policy options

- A. Preferred policy – Policy 31: Sub-Area principles
- B. Alternative option - Piecemeal approach to intensified uses – plot promotion managed through DM process
- C. Alternative option - Do nothing: NPPF development principles

Table .40 Policy 31: Sub-Area principles

SA objective	A	B	C
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	-?	-?
3. Protect and where possible enhance the quality of the water environment	+	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	-?	-?
8. Reduce vulnerability to future climate change effects	+	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	0	0
10. Improve the quantity and quality of publicly accessible open space	+	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+?	+?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+?	+?
15. Support appropriate investment in people, places, communities and other infrastructure	++	0	0
16. Reduce the need to travel and promote more sustainable travel choices	0	-?	-?

### A. Preferred policy

Minor positive effects are expected for SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape), as the policy seeks to make efficient use of land and requires functional needs to avoid having a negative effect on the public realm.

The preferred policy option aims to improve the quality of development and create communities. As such, a significant positive effect is expected for SA objective 15 (infrastructure), as it supports investment in people, places and communities.

A significant positive effect is expected on SA objective 5 (biodiversity) as the policy supports the creation, protection, enhancement and management of local biodiversity and Green Infrastructure (GI). Furthermore, a minor positive effect is expected for SA objective 3 (water) as the policy ensures surface water flooding will be mitigated in the design of the development therefore, protecting the water and the natural environment. Therefore, the policy is also expected to have a minor positive effect on SA objective 8 (climate change resilience), as the policy supports the mitigation of climate change effects, such as flooding. The policy is expected to have a minor positive effect on SA objectives 6 (landscape and townscape) and 10 (open space), as the policy suggests developments should make improvements to the quality of the public realm, providing spaces for movement, circulation, seating and biodiversity.

The policy is also expected to have a minor positive effect on SA objectives 9 (health and wellbeing), 13 (services and facilities) and 14 (economy) as the policy ensures there is a mix of residential and employment uses, along with a range of retail units to meet people's needs and improve the economy. Furthermore, the policy ensures that community and cultural facilities such as community centres, libraries and multi-use cultural venues are located within mixed use developments, which will contribute to the social wellbeing of residents and may provide activities to contribute to mental and physical wellbeing.

### B. Piecemeal approach to intensified uses – plot promotion managed through DM process

This option may lead to a lesser variety of development, including type and size of units, as there would be no overall co-ordination of development in the sub-areas. It would also be difficult to plan for the appropriate infrastructure for the sub-areas, which may result in some uses, such as community facilities, not being delivered. Piecemeal development could also hinder a cohesive approach to the public realm and biodiversity. A degree of employment uses and local services and facilities, including retail, would still likely come forward in the sub-areas, therefore minor positive effects uncertain are expected for SA objective 13 (local services and facilities) and 14 (economy). However, lack of a joined up approach could result in a lack of provision of appropriate infrastructure, including social and community infrastructure, meaning that people may have to travel further and by car to meet their needs, resulting in minor negative uncertain effects for SA objectives 2, (air quality and pollution), 7 (greenhouse gas emissions) and 9 (sustainable travel).

### C. Do nothing: NPPF development principles

This option would consider development proposals against the National Planning Policy Framework (NPPF) development principles, which centres on the presumption in favour of sustainable development. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, the effects of this option are expected to be the same as the effects identified for Alternative B.

## Recommendations

No recommendations identified.

## Policy 32: District Centre Sub-Area

### Policy options

- A. Preferred policy – Policy 32: District Centre Sub-Area
- B. Alternative option – Retention of Veolia Waste Transfer Station on-site
- C. Alternative option – On-site relocation of the Golf driving range
- D. Alternative option – Retail and residential led, no employment floorspace
- E. Alternative option – Retail provision greater than 5,000sqm to create a destination shopping location
- F. Alternative option – Do nothing: NPPF development principles



Table .41 Policy 32: District Centre Sub-Area

SA objective	A	B	C	D	E	F
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+/-?	+/-?	+/-?	+/-?	+/-?	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	-	+	+	+/-?	-
3. Protect and where possible enhance the quality of the water environment	+	+	+	+	+	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	+	+	+	+	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+	+	+	+	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	+	+	+/-?	0
8. Reduce vulnerability to future climate change effects	0	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	-	+	+	+	-
10. Improve the quantity and quality of publicly accessible open space	++	++	++	++	++	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	+	+	+	++	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+	+	+	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	++	++	++	++	+/-?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	+	+	+/-?	++	+
15. Support appropriate investment in people, places, communities and other infrastructure	++	++	++	++	++	0
16. Reduce the need to travel and promote more sustainable travel choices	++	++	++	+/-	++/-	0

#### A. Preferred policy

The preferred policy is expected to have a significant positive effects on SA objective 13 (services and facilities) and 15 (infrastructure), as overall the policy seeks to invest in people, places and communities, including improving the quality of and access to services and facilities, such as the provision of a new primary school.

The policy is expected to have an uncertain mixed minor positive and negative effect on SA objective 1 (land, soils and mineral resources), as the policy supports the relocation of the golf driving range which is a part brownfield and part greenfield site.

The policy is also expected to have a uncertain minor positive effect on SA objective 5 (biodiversity) and 3 (water), as the policy seeks to protect and enhance the First Public Drain as a biodiversity corridor and amenity space, including through the

protection of existing mature and semi-mature trees along Cowley Road and the First Public Drain. Reducing flood risk will help protect the natural environment and biodiversity. The policy is also expected to have a minor positive effect on SA objective 9 (health and wellbeing), as reducing flood risk will help protect public safety.

The policy is expected to have a significant positive effect on SA objectives 10 (open space) and 16 (sustainable travel), as design guidance within the policy allows for a new public square, easy movement including through new pedestrian and cycle routes and as such the development will prioritise walking and cycling. This is also expected to have a minor positive effect on SA objective 2 (air quality and pollution) and 7 (greenhouse gas emissions), as prioritising sustainable travel and having local shops and amenities will reduce the need to travel, which will help minimise greenhouse gas emissions and air pollution.

The preferred policy is expected to have significant positive effects on SA objectives 11 (housing) and 14 (economy), as the policy supports development of around 250 new homes, including a range of accommodation sizes and tenures (which includes affordable housing), 20,000 sqm of employment space, 5,000 sqm of retail space and a new District Square that can support events such as temporary markets. As such, development is likely to have a positive impact on the economy.

The preferred policy is expected to have a minor positive effect on SA objective 6 (landscape and townscape), as proposals within the area will be required to reflect the grain, scale and form of the development on the northern side.

#### **B. Retention of Veolia Waste Transfer Station on-site**

This option is likely to have similar effects to the preferred policy, with the following exceptions.

The retention of Veolia Waste Transfer Station on-site is expected to have a minor negative effect on SA objectives 2 (air quality and pollution) and 9 (health and wellbeing), as it may have negative effects on amenity, particularly residential amenity of the new development, such as through noise and odour issues.

Furthermore, it is expected that the retention of the Veolia Waste Transfer Station would result in development of a lower number of residential units, along with less employment and retail space. Therefore, an uncertain minor positive effect is expected for SA objectives 11 (housing) and 14 (economy) depending on what type of development was reduced.

#### **C. On-site relocation of the golf driving range**

This option is likely to have similar effects to the preferred policy, with the following exceptions.

The relocation of the on-site golf driving range would result in less space available for provision of new residential units, along with employment and retail space. Therefore, an uncertain minor positive effect is expected for SA objectives 11 (housing) and 14 (economy).

#### **D. Retail and residential led, no employment floorspace**

This option is likely to have similar effects to the preferred policy, with the following exceptions.

The policy option is likely to have a minor positive effect on SA objective 11 (housing), as the development will provide a range of accommodation sizes and tenures. An uncertain minor positive and negative effect is expected for SA objective 14 (economy), as having retail floorspace may have a positive effect on the economy however, having no employment floorspace could have a negative impact, but both of these effects are uncertain.

The policy option is expected to have a minor positive and negative effect on SA objective 16 (sustainable travel), as residents will have access to retail shops for amenities however, residents may have to travel further for employment.

#### **E. Retail provision greater than 5,000 sqm to create a destination shopping location**

This option is likely to have similar effects to the preferred policy, with the following exceptions.

The policy option is expected to have a significant positive effect on SA objective 14 (economy), as the provision of retail greater than 5,000 sqm to create a destination shopping location is likely to improve the local economy. The shopping destination is likely to draw more people from further afield which will likely increase travel by private car into and around NEC, although many local residents will be able to use the facilities without driving. As such, an uncertain minor positive and negative effect is expected for SA objective 2 (air quality and pollution), SA objective 7 (greenhouse gas emissions) and a significant positive and minor negative effect for SA objective 16 (sustainable travel).

## F. Do nothing: NPPF development principles

This option would consider development proposals against the National Planning Policy Framework (NPPF), which centres on the presumption in favour of sustainable development. The area currently has Veolia Waste Transfer Station and a Golf driving range on-site which would likely remain on the site if this option was taken. The retention of Veolia Waste Transfer Station on-site is expected to have a minor negative effect on SA objectives 2 (air quality and pollution) and 9 (health and wellbeing), as it may have negative effects on amenity, particularly residential amenity of the new development, such as through noise and odour issues. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, the Centre District may become partially developed resulting in piecemeal development in terms of built form and delivery. This option could also result in an under-provision of retail floorspace and an increase in industrial land coming forward which could have an uncertain minor positive effect on SA objective 14 (economy), in terms of job provision, but a mixed minor positive and minor negative uncertain effect on SA objective 13 (services and facilities).

### Recommendations

No recommendations identified.

### Policy 33: Science Park Local Centre Sub-Area

- A. Preferred policy – Science Park Local Centre Sub-Area
- B. Alternative option – Development to consist of residential uses only
- C. Alternative option – Development to consist of office uses only
- D. Alternative option – Do nothing: NPPF development principles

Table .42 Policy 33: Science Park Local Centre Sub-Area

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	--?	--?	--?	?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	+	+	0?
3. Protect and where possible enhance the quality of the water environment	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	+	+	0?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+	+	0?
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	+	0?
8. Reduce vulnerability to future climate change effects	+/-	+/-	+/-	0?
9. Maintain and enhance human health and wellbeing and	+	+	+	0?

SA objective	A	B	C	D
reduce inequalities				
10. Improve the quantity and quality of publicly accessible open space	++	++	++	0?
11. Ensure everyone has access to decent, appropriate and affordable housing	+?	+	0	0?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	0	0	0?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	0	+	+/-?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	0	++	0?
15. Support appropriate investment in people, places, communities and other infrastructure	+	0	0	0?
16. Reduce the need to travel and promote more sustainable travel choices	++	+	+	0?

#### A. Preferred policy

Significant negative uncertain effects are expected for SA objective 1 (land, soils and mineral resources) as the site is currently undeveloped. It is within an area of best and most versatile agricultural land, but given the location of the site is unlikely to be used for agriculture.

Significant positive effects are expected for SA objectives 10 (open space), 13 (services and facilities) and 16 (sustainable travel), as the local centre will provide a range of services and facilities for people in the local area, including new open space, therefore reducing the need to travel.

Significant positive effects are also expected for SA objective 14 (economy) as the policy provides for new employment space, as well as new retail floorspace.

Minor positive effects are expected for SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions), as creation of a local centre at this location may help to ensure people have access to shops and services within a walkable distance of their homes and/or workplaces, and the policy requires walking and cycling to be prioritised. These effects would be further enhanced by including a logistics hub to consolidate last mile deliveries, therefore minimising traffic movements in the local area as a result of deliveries. Minor positive effects are also expected for SA objective 12 (equality) and 15 (infrastructure), as the local centre will provide services and facilities, including community facilities and community space, in an accessible location. The provision of open spaces, community space and emphasis on walking and cycling will also have minor positive effects on SA objective 9 (health and wellbeing).

Minor positive effects are also expected for SA objectives 5 (biodiversity) and 6 (landscape and townscape), as the policy requires 'biodiversity public open space', the retention of mature and semi-mature trees, and states that development should enhance the entrance to the science park and 'introduce a new urban character'.

Mixed minor positive and minor negative effects are expected for SA objective 8 (climate change resilience), as the policy encourages green space and tree planting, which could help adapt to the impacts of climate change, for example through providing local cooling, but the policy would also introduce more hard surfaces, which would reduce the infiltration of surface water and could contribute to the urban heat island effect.

Minor positive uncertain effects are expected for SA objective 11 (housing) as the policy states that residential uses would be permitted but does not specify how much housing would be delivered.

**B. Development to consist of residential uses only**

It has been assumed the requirements for open space would still apply for this option. Effects are expected to be similar to those for the preferred policy, with the exception of the following.

Negligible effects are expected for SA objectives 12 (equality), 13 (services and facilities), 14 (economy) and 15 (infrastructure) as the policy would not provide for community services and facilities, shops or new employment land. Minor positive effects are expected for SA objective 16 (sustainable travel) as residential development would be next to existing employment sites and within a 5 minute walk of Campkin Road minor centre.

**C. Development to consist of office uses only**

It has been assumed the requirements for open space would still apply for this option. Effects are expected to be similar to those for the preferred policy, with the exception of the following.

Negligible effects are expected for SA objectives 11 (housing), 12 (equality) and 15 (infrastructure) as the policy would not provide for community services and facilities, shops or new residential development. Minor positive effects are expected for SA objectives 13 (services and facilities) and 16 (sustainable travel) as the policy would still promote walking and cycling, and would provide local employment, and possibly training, opportunities, but would not provide new local services and facilities.

**D. Do nothing: NPPF development principles**

This option would consider development proposals against the National Planning Policy Framework (NPPF), which centres on the presumption in favour of sustainable development. This option could result in a single land use in the location, which is likely to be either residential or employment use, the effects of which are assessed above. However, it is possible that no development would come forward under this option. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, mixed minor positive and minor negative uncertain effects are expected for SA objective 13 (services and facilities). Negligible but uncertain effects are expected for most of the SA objectives as this option could result in no change from the current situation, but could still result in development of the site. There is a stronger degree of uncertainty recorded for SA objective 1 (land, soils and mineral resources), as effects on this objective depend on whether the site is developed or not.

**Recommendations**

If the local centre includes a logistics hub, the policy should encourage last mile deliveries to be undertaken by zero-carbon means.

Development should maximise green infrastructure provision in order to adapt to the effects of climate change, including provision of green roofs and walls. The policy should require runoff rates to be kept at greenfield levels or below, and encourage the use of SUDS to achieve this.

**Policy 34: Station Approach Sub-Area**

- A. Preferred policy – Station Approach Sub-Area
- B. Alternative option – Development to consist of residential uses only
- C. Alternative option – Development to consist of office uses only
- D. Alternative option – Do nothing: NPPF development principles

Table .43 Policy 34: Station Approach Sub-Area

SA objective	A	B	C	D
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	++?	++?	++?	0?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	+	+	-?

SA objective	A	B	C	D
3. Protect and where possible enhance the quality of the water environment	+	+	+	0?
4. Avoid adverse effects on designated sites and protected species	-	-	-	0?
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	-	-	-	0?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+	+	+	0?
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	+	-?
8. Reduce vulnerability to future climate change effects	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+	0?
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	++	++	0	0?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	0	0?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	0	+	+/-?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	0	++	0?
15. Support appropriate investment in people, places, communities and other infrastructure	+	0	0	0?
16. Reduce the need to travel and promote more sustainable travel choices	++	++	++	-?

#### A. Preferred policy

Significant positive uncertain effects are expected for SA objective 1 (land, soils and mineral resources), as development will make use of previously developed land and will result in more efficient use of land in the area, although substantial areas of vegetation have established in some parts of the area.

Significant positive effects are expected for SA objectives 11 (housing) and 14 (economy), as the policy provides for around 600 residential units and states that these should be of a wide range of types and tenures, as well as around 15,000 sqm of employment land. This variety in housing will result in minor positive effects on SA objective 12 (equality).

Significant positive effects are expected for SA objective 16 (sustainable travel), and minor positive effects are expected for SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions), as development in this area will benefit from the

proximity of the train station, guided busway and planned Cambridge Autonomous Metro, as well as providing walking and cycling provision, making sustainable transport an attractive mode of travel.

Minor positive effects are expected for SA objective 3 (water), as de-culverting the First Public Drain could help to enhance the quality of the waterbody. Minor positive effects are expected for SA objective 6 (landscape and townscape), as the policy requires development to improve the arrival experience from Cambridge North station and requires an LVIA and Townscape Assessment to be undertaken to inform development. Minor positive effects are also expected for SA objective 9 (health and wellbeing), 13 (services and facilities) and 15 (infrastructure) due to provision of local services and facilities, including retail and community use, as well as requiring adverse impacts on amenity to be mitigated and requiring links to the Waterbeach Greenway and Chisholm Trail.

Minor negative effects are expected for SA objectives 4 (protected habitats and species) and 5 (biodiversity), as the policy is likely to increase urban edge effects (such as litter, pet predation and trampling) on Bramblefields Local Natural Reserve and would lead to loss of existing vegetation and brownfield land that may be of biodiversity interest.

#### **B. Development to consist of residential uses only**

Effects are expected to be similar to those for the preferred policy, with the exception of the following.

Negligible effects are expected for SA objectives 13 (services and facilities), 14 (economy) and 15 (infrastructure), as this option would not include provision of employment, retail or community uses.

#### **C. Development to consist of office uses only**

Effects are expected to be similar to those for the preferred policy, with the exception of the following.

Negligible effects are expected for SA objectives 11 (housing), 12 (equality) and 15 (infrastructure), as this option would not include provision of residential, retail or community uses.

#### **D. Do nothing: NPPF development principles**

This option would consider development proposals against the National Planning Policy Framework (NPPF) development principles, which centres on the presumption in favour of sustainable development. This option could result in a single land use in the location, which is likely to be either residential or employment use, the effects of which are assessed above. However, it is possible that no development would come forward under this option. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, mixed minor positive and minor negative uncertain effects are expected for SA objective 13 (services and facilities). Negligible but uncertain effects are expected for most of the SA objectives as this option will result in no change from the current situation but could still result in development of the site.

Minor negative uncertain effects are likely to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as not setting out a policy to ensure development of this area takes full advantage of its location with a good range of sustainable transport connections, would fail to promote more sustainable transport choices and therefore minimise emissions of greenhouse gases and air pollutants.

### **Recommendations**

The policy could be further enhanced by requiring high-quality walking and cycling connectivity to the rest of the AAP area and to the southwest of the sub-area.

The area contains land with potential biodiversity value, therefore it is recommended a detailed ecological assessment is undertaken for this part of the site to identify the biodiversity value present and recommend a strategy for minimising loss and maximising biodiversity gain – this should be committed to in the policy.

### **Policy 35: Cowley Road Neighbourhood Centre Sub-Area**

#### **Policy options**

- A. Preferred policy – Cowley Road Neighbourhood Centre Sub Area
- B. Alternative option – No primary or secondary school in the location
- C. Alternative option – Development to consist of residential and retail uses only
- D. Alternative option – Retail provision in excess of indicative development capacity

E. Alternative option – Do nothing: NPPF development principles

Table 44 Policy 35: Cowley Road Neighbourhood Sub-Area

SA objective	A	B	C	D	E
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	+	+	+	0?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	-?	-?	-?	-?	-
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0
4. Avoid adverse effects on designated sites and protected species	+	+	+	+	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	+	+	+	0?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	++	++	++	++	0?
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+/-	+	+/-	-
8. Reduce vulnerability to future climate change effects	0	0	0	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+/-?	+	0?
10. Improve the quantity and quality of publicly accessible open space	++	++	++	++	0?
11. Ensure everyone has access to decent, appropriate and affordable housing	+	+?	+?	+?	0?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+	+	0?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	+	+/-?	++	+/-
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	++	+/-?	++	0?
15. Support appropriate investment in people, places, communities and other infrastructure	+	0	0	+	0?
16. Reduce the need to travel and promote more sustainable travel choices	++	+/-	++	+/-	-

**A. Preferred policy**

Significant positive effects are expected in relation to SA objective 6 (landscape and townscape). This is because the policy aims to address the street along Cowley Road through active frontages and introducing a new urban character. It will also create new open spaces and squares that would enhance the street scene and any development should mitigate adverse impacts on residential amenity, education facilities and open spaces from the A14 and Milton Road. These measures should have a significant positive effect on maintaining and enhancing the diversity and local distinctiveness of the townscape character.

Significant positive effects are also expected in relation to SA objective 10 (open space). The creation of a new open space and square, as well as the enhancement of the City Wildlife Site will significantly improve the quantity and quality of publicly accessible open space.

The policy is anticipated to have a significant positive effect on SA objective 13 (services and facilities). The provision of community facilities such as schools and shops, safer roads, and walking and cycling links should significantly improve the quality, range and accessibility of services and facilities. The provision of employment uses, including B1 and retail use also means the policy should have a significant positive effect on SA objective 14 (economy).



The policy is also anticipated to have a significant positive effect on SA objective 16 (sustainable travel). It will provide local services, facilities and jobs to reduce the need to travel. It will also result in safer roads, as well as providing improved walking and cycling links which will reduce reliance on the car.

Minor positive effects are expected for a number of the remaining objectives including: SA objective 1 (land, soils and mineral resources), as it will use land that has been previously developed, SA objective 7 (greenhouse gas emissions), due to increased pedestrian and cycle routes as well as local services and facilities leading to a reduction in motorised transport, and SA objectives 4 (protected habitats and species) and 5 (biodiversity), due to the protection and enhancement of Milton Road Hedgerows City Wildlife Site. and the addition of new open space. Minor positive effects have also been identified for SA objectives 9 (health and wellbeing), 12 (equality) and 15 (infrastructure), due to the provision of local services, facilities, better transport links, education and jobs and SA objective 11 (housing) due to the provision of additional housing.

However, a minor negative effect with uncertainty is expected for SA objective 2 (air quality and pollution), as the presence of the Waste Water Treatment Works has likely led to contaminated land. However, uncertainty is recorded as development could potentially remediate the contaminated land.

#### **B. No primary or secondary schools in the location**

This alternative option is expected to have similar effects to the preferred policy. Even though schools will not be provided it is still expected that there will be significant positive effects on SA objectives 6 (landscape and townscape), 10 (open space) and 14 (economy) due to the provision of open space, active frontages, and employment uses. Minor positive effects are expected for SA objective 13 (services and facilities), as the policy would provide for local services and facilities, including retail, but not education,

However, a negligible effect on SA objective 15 (infrastructure) is expected rather than a positive effect as schools will not be provided to help improve access to education and training. It is also noted that there are no existing schools within walking distance of this sub-area, which may lead to residents having to travel further, including by private car, to access education, therefore minor negative effects are expected for SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel). These effects are mixed with minor positive effects, as the mix of residential, retail and employment use will reduce the need to travel for some needs and for those who are not responsible for school-age children.

#### **C. Development to consist of residential and retail uses only**

This reasonable alternative option has very similar effects to the preferred policy for SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 3 (water), 4 (protected habitats and species), 5 (biodiversity), 6 (landscape and townscape), 8 (climate change resilience), 10 (open space), 11 (housing) and 12 (equality) . It is still expected to have a significant positive effect on SA objectives 6 (landscape and townscape) and 10 (open space) due to the provision of active frontages, open space, local facilities and jobs.

However, in not providing for schools and employment uses, mixed minor positive and minor negative effects are expected in regards to SA objectives 13 (services and facilities) and 14 (economy) as access to services, facilities and jobs will be limited to the retail development on site and as part of this area (St John's Innovation Centre) is already in employment use and so there is the potential for loss of jobs. Furthermore, if schools are not provided, and as there are currently no existing schools within walking distance, a negligible effect is expected in regard to SA objective 15 (infrastructure) as access to education and training will not be improved. It is noted that minor negative uncertain effects are also expected for SA objectives 9 (health and wellbeing), due to potential loss of jobs at St John's Innovation Park.

It is noted that there are no existing schools within walking distance of this sub-area, which may lead to residents having to travel further, including by private car, to access education, therefore minor negative effects are expected for SA objectives 7 (greenhouse gas emissions) and 16 (sustainable transport). These effects are mixed with minor positive effects, as the mix of residential and retail development in proximity to existing employment development, as well as the requirement for walking and cycling links will reduce need to travel for some everyday purposes, particularly for those without school age children.

#### **D. Retail development is excess of indicative development capacity**

Increasing the development capacity of retail uses is anticipated to have identical effects to the preferred policy. Significant positive effects would be expected on SA objectives 6 (landscape and townscape), 13 (services and facilities), 14 (economy) and 16 (sustainable travel), which also receive significant positive effects as a result of the preferred policy due to the inclusion of retail use in this.

## E. Do nothing: NPPF development principles

This option would consider development proposals against the National Planning Policy Framework (NPPF), which centres on the presumption in favour of sustainable development. This option could result in a single land use in the location however, it is possible that no development would come forward under this option. As such, negligible but uncertain effects are expected for most SA objectives as an option based on the NPPF would most likely result in no change from the current situation, but could still result in development of the site. Minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as without this policy it is unlikely that any schools would come forward in this location and therefore the education needs of the redevelopment of NEC are unlikely to be met and people are likely to travel further, by car, to access educational facilities. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. In particular, schools are less likely to come forward at this location. As such, mixed minor positive and minor negative effects are expected for SA objective 13 (services and facilities).

### Recommendations

It is recommended that additional text be added to the policy to require the neighbourhood centre to be an exemplar of how increased density of development can minimise contribution to climate change. This could be through for example the implementation of sustainable construction practices and / or renewable energy technologies, for example solar PV panels on roofs. Denser development in a neighbourhood centre may also offer the opportunity for decentralised energy and district heating networks.

## Chapter 8 – implementation, Infrastructure and Monitoring

### Policy 36a: Land Assembly

#### Policy options

- A. Preferred policy – Land Assembly
- B. Alternative option – Piecemeal approach to land assembly managed through the DM process

Table 45 Policy 36a: Land Assembly

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	?
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	+	?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	?

SA objective	A	B
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+?	?
15. Support appropriate investment in people, places, communities and other infrastructure	+?	-?
16. Reduce the need to travel and promote more sustainable travel choices	+?	0

#### A. Preferred policy

This is expected to have a negligible effect on the majority of the SA objectives. This is because the policy is related to the delivery of the whole AAP rather than the specific outcomes. The outcomes and elements of the AAP are assessed in detail through the SA of the other individual policies in the Plan.

However, a minor positive effect is expected for SA objective 1 (land, soils and mineral resources), as the delivery of the AAP and the assembly of land to do this will use brownfield land and this will minimise the loss of undeveloped land and minimise the amount of underutilised land.

Minor positive effects are also expected for SA objectives 11 (housing), 13 (services and facilities), 14 (economy), 15 (infrastructure) and 16 (sustainable travel), though with uncertainty. This is because without land assembly, delivery of services and infrastructure could be delayed or not delivered.

#### B. Piecemeal approach to land assembly managed through the DM process

Under this option, it is likely that the AAP Spatial Framework for NEC will not be achieved through a comprehensive process, thereby leading to possible delays in the delivery of development such as housing, schools, employment use, community facilities etc. Therefore, this option is expected to have minor negative effects against SA objective 15 (infrastructure) and uncertain effects for the rest of the SA objectives.

#### Recommendations

No recommendations

#### Policy 36b: Relocation

##### Policy options

- A. Preferred Policy – Relocation
- B. Alternative option – Piecemeal approach to relocation managed through DM process

Table 46 Policy 36b: Relocation

SA objective	A	B
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	?	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	0
3. Protect and where possible enhance the quality of the water environment	0	0
4. Avoid adverse effects on designated sites and protected species	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	0	0
8. Reduce vulnerability to future climate change effects	0	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	0	0
10. Improve the quantity and quality of publicly accessible open space	0	0

SA objective	A	B
11. Ensure everyone has access to decent, appropriate and affordable housing	+?	?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	0	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+?	?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+/-?	?
15. Support appropriate investment in people, places, communities and other infrastructure	+?	-?
16. Reduce the need to travel and promote more sustainable travel choices	+?	0

### A. Preferred policy

This is expected to have a negligible effect on the majority of the SA objectives.

Effects on SA objective 1 (land, soils and mineral resources) are uncertain, as the delivery of the AAP and the relocation of existing floorspace and uses to do this could result in the use of brownfield land which would minimise the loss of undeveloped land. However, we do not know where land will be relocated and there are some small areas of greenfield within the AAP area.

Minor positive effects with uncertainty are expected for SA objectives 11 (housing), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel). This is because the relocation of necessary floorspaces and uses that are incompatible with the spatial strategy will mean that new development including services, facilities and supporting infrastructure can be delivered. Without this, development could be delayed or not delivered at all.

Mixed effects are recorded against SA objective 14 (economy). This is because, as set out above, relocation of floorspaces and uses incompatible with the spatial strategy will mean that new employment uses and services can be delivered without delay and in the best locations. However, there is also the possibility that relocation could have a negative impact on those businesses that are needing to relocate, in terms of disruption to business operations, associated costs etc.

### B. Piecemeal approach to relocation managed through the DM process

This option would manage the relocation of existing floorspace and other uses through the development management process and therefore could lead to an ineffective and disjointed approach to relocation. Minor negative effects are expected against SA objective 15 (infrastructure) for this reason. Without the preferred policy, relocation of existing floorspaces or uses may not be as easily achievable and therefore there may be delays in the delivery of development such as housing, schools, employment use, community facilities etc. leading to uncertain effects for a number of the SA objectives.

### Recommendations

It is recommended that additional text be added to the policy which would help to mitigate the potential impact on those uses that would need to be relocated. This could form part of the Relocation Strategy and be in addition to the engagement with affected businesses. It could include the requirement for discussions to take place regarding the mitigation of disruption and the re-imburement of costs.

### Policy 37: Planning Contributions

#### Policy options

- A. Preferred Policy – Planning contributions
- B. Alternative option – Developer contributions required through local infrastructure tariff
- C. Alternative option – In-kind contributions to be sought by developers to achieve infrastructure on site
- D. Alternative option – Contributions limited to CAM Metro
- E. Alternative option – Contribution limited to affordable housing
- F. Alternative option – No major development granted consent without contributions in line with AAP viability
- G. Alternative option – Status Quo: rely on existing policy

Table 47 Policy 37: Planning Contributions

SA objective	A	B	C	D	E	F	G
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	0	0	0	0	0	0	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	++?	++?	++?	+	-?	++?	++?
3. Protect and where possible enhance the quality of the water environment	++?	++?	++?	-?	-?	++?	++?
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++?	++?	++?	-?	-?	++?	++?
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	++?	++?	-?	-?	++?	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++?	++?	++?	+	-?	++?	++?
8. Reduce vulnerability to future climate change effects	++?	++?	++?	-?	-?	++?	++?
9. Maintain and enhance human health and wellbeing and reduce inequalities	++?	++?	++?	-?	+	++?	++?
10. Improve the quantity and quality of publicly accessible open space	++?	++?	++?	-?	-?	++?	++?
11. Ensure everyone has access to decent, appropriate and affordable housing	+++	+++?	+++?	-?	+++	++?	++?
12. Redress inequalities related to age, disability, gender, race, faith, location and income	++?	++?	++?	-?	+	++?	++?
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++?	++?	++?	+	-?	++?	++?
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	0	0	0	0	0	0
15. Support appropriate investment in people, places, communities and other infrastructure	++?	++?	++?	-?	-?	++?	++?
16. Reduce the need to travel and promote more sustainable travel choices	++?	++?	++?	+++	-?	++?	++?

### A. Preferred policy

The policy is expected to have a significant positive effect on SA objective 11 (housing), as planning contributions will help to secure the provision of affordable housing in relation to residential schemes.

A minor positive uncertain effect is expected for SA objective 2 (air quality and pollution), as the policy suggests that planning contributions will go towards mitigating environmental pollution, such as through the provision of a noise barrier for the A14 or highway network.

The majority of the other objectives are also anticipated to receive minor positive uncertain effects as planning contributions will help to finance major strategic infrastructure, as well as new or enhanced infrastructure set out in the IDP. It is assumed that this infrastructure will include: open space, recreation facilities and green infrastructure (SA objectives 5 (biodiversity), 7 (greenhouse gas emissions), 8 (climate change resilience), 9 (health and wellbeing), and 10 (open space)); SUDS and drainage (SA objective 3 (water) and 8 (climate change resilience)); active travel links; improvements to roads and public transport; (SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel)) funding for schools, training and community facilities (SA objectives 9

(health and wellbeing), 12 (equality), 13 (services and facilities), 14 (economy), 15 (infrastructure) and 16 (sustainable travel)); renewable energy and / or carbon offsetting (SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience)). As this is not confirmed in the policy, the minor positive effects are uncertain.

#### **B. Developer contributions required through Local Infrastructure Tariff**

This reasonable alternative option is expected to have very similar effects as the preferred policy, as CIL is another means of collecting contributions from developers to deliver required infrastructure and mitigation. Uncertainty has been added to the significant positive effects expected on SA objective 11 (housing), as it is not stated in this reasonable alternative that the contributions will help to secure the provision of affordable housing, although it is assumed that it will.

#### **C. In kind contributions to be sought by developers to achieve infrastructure on site**

This reasonable alternative option is also expected to have very similar effects as the preferred policy as infrastructure would simply be delivered 'in-kind' (directly by the developer) rather than through financial contributions. However, this option may add further uncertainty as the delivery of the infrastructure may depend on developer timings, which may mean it cannot be delivered at the ideal time. Uncertainty has been added to the significant positive effects expected on SA objective 11 (housing), as it is not stated in this reasonable alternative that the contributions will help to secure the provision of affordable housing, although it is assumed that it will.

#### **D. Contributions limited to CAM Metro**

This reasonable alternative option is likely to have significant positive effects on SA objective 16 (sustainable travel), as delivery of the CAM Metro will improve modal choice, facilitate use of public transport and discourage use of the private car.

Minor positive effects are likely for SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions), as it would result in a reduction in motorised transport and associated emissions, and SA objective 13 (services and facilities) as it will improve accessibility to key services.

However, a minor negative effect with uncertainty is likely for the majority of the SA objectives if contributions are limited to the CAM Metro. This is because development may come forward without needing providing contributions for other strategic infrastructure and mitigation needed to support the development and provide benefits for the AAP area.

#### **E. Contributions limited to affordable housing**

This reasonable alternative option is likely to have significant positive effects on SA objective 11 (housing), as it will result in the delivery of affordable housing. For this reason minor positive effects are also expected for SA objectives 9 (health and wellbeing) and 12 (equality).

However, a minor negative effect with uncertainty is likely for the majority of the SA objectives if contributions are limited to the provision of affordable housing. This is because development may come forward without providing contributions for other strategic infrastructure and mitigation needed to support the development and provide benefits for the AAP area.

#### **F. No major development granted consent without contributions in line with AAP viability**

This option is likely to have similar effects to the preferred policy as developer contributions would still be made. However, if development cannot be consented without contributions, and the developers consider that this makes their proposals unviable, this may result in less development coming forward, and the development and infrastructure not being delivered or being delayed. For this reason uncertainty remains.

#### **G. Rely on existing policy**

This option would see the continued use of Cambridge Local Plan Policy 85 and South Cambridgeshire Local Plan policies SS/4, TI/8, H/10, E/14, E/22, which relate to infrastructure delivery. This option is expected to have similar effects to option F as the existing policies provide guidance on provision of retail, affordable housing and infrastructure development in addition to planning obligations and community infrastructure levies. However, uncertainty is attached due to the fact that there is no joined-up, comprehensive and sufficient policy in place currently that covers the AAP area as a whole (instead there are South Cambridgeshire and Cambridge City Local Plan policies which cover different areas of the AAP area) and so without it there could be a lack of coordination and infrastructure procured for the site.

## Recommendations

Additional wording could be added to the policy to be clearer in what is covered by strategic infrastructure. For example this could include: open space, recreation and green infrastructure; drainage; active travel links; improvements to roads and public transport; funding for schools, training and community facilities; renewable energy and / or carbon offsetting.

## Policy 38: Digital Infrastructure and open innovation

### Policy options

- A. Preferred Policy – Digital Infrastructure and open innovation
- B. Alternative option – Green roofs with high vegetation required to cool buildings
- C. Alternative option – Buildings must replicate natural cooling airflows
- D. Alternative option – No digital street furniture
- E. Alternative option – Open data not a planning consideration
- F. Alternative option – Requirement to maximise a building's off grid potential by exploring decentralised utilities and energy production: including rain water harvesting, photovoltaic panels, microgrids, and domestic wind turbines where appropriate
- G. Alternative option – Development must contribute to and accommodate a new autonomous pod system
- H. Alternative option – Status Quo: rely on existing policy

Table 48 Policy 38: Digital Infrastructure and open innovation

SA objective	A	B	C	D	E	F	G	H
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	+	+	+	+	+	+	+	0
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+	++?	+	+	+	+	+	0
3. Protect and where possible enhance the quality of the water environment	0	0	0	0	0	+	0	0
4. Avoid adverse effects on designated sites and protected species	0	0	0	0	0	0	0	0
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	0	+	0	0	0	0	0	0
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	0	0	0	0	0	0	0	0
7. Minimise impacts on climate change (including greenhouse gas emissions)	++	++	++	++	++	++	++	0
8. Reduce vulnerability to future climate change effects	+	++	++	+	+	+	+	0
9. Maintain and enhance human health and wellbeing and reduce inequalities	+	+	+	+	+	+	+	0
10. Improve the quantity and quality of publicly accessible open space	0	0	0	0	0	0	0	0
11. Ensure everyone has access to decent, appropriate and affordable housing	0	0	0	0	0	0	0	0
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+	+	+	+	+	0
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+	+	+	+	+	+	0

SA objective	A	B	C	D	E	F	G	H
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++	++	++	++	++?	++	++	0
15. Support appropriate investment in people, places, communities and other infrastructure	++	++	++	++	++	++	++	+
16. Reduce the need to travel and promote more sustainable travel choices	++	++	++	++	++?	++	++	0

### A. Preferred policy

The policy is considered likely to have significant positive effects on SA objective 7 (greenhouse gas emissions). This is because it sets out the use of solar panels on street furniture so they self-power, it aims to deliver electric vehicle charging points and implement the use of the circular economy – reducing waste and promoting the more efficient use of materials. It will also expect development to incorporate a single waste collection point, minimise waste during the operational phase and consider rooftop delivery space which should reduce road traffic trips and emissions.

Significant positive effects are also expected in relation to SA objective 14 (economy) as the circular economy principles set out in the policy should help improve the efficiency, competitiveness, vitality and adaptability of the area. Additionally, the experiments for future mobility mentioned in the policy will aim to help foster the areas innovation. It is also anticipated that the delivery of smart buildings with high quality communications will contribute to this.

Significant positive effects are also expected for SA objective 15 (infrastructure) due to the investment in quality communications infrastructure, and high speed and open access broadband which will improve community services and infrastructure as well as possibly improving access to distance education and training opportunities.

Significant positive effects are also expected for SA objective 16 (sustainable travel). This is as a result of the provision of electric vehicle charging points, which will encourage the use of electric vehicles, improved public realm and wayfinding which should facilitate walking and cycling, access to good broadband which may in some circumstances reduce the need to travel at all, and the reduction in the number of vehicles on the streets due to single waste collection points and the possibility of drone deliveries. The experiments in future mobility may also assist in supporting the delivery of new transport services.

Minor positive effects are expected for a number of the objectives, including SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 8 (climate change resilience), 9 (health and wellbeing), 12 (equality) and 13 (services and facilities). This is due to a number of factors within the policy including: the promotion of the circular economy, recycling and minimising waste (SA objective 1); single waste collection point and drone deliveries (SA objective 2); reducing the risk of overheating (SA objective 8), and improving access to broadband (SA objectives 9, 12, and 13).

### B. Green roofs with high vegetation required to cool buildings

This reasonable alternative option is expected to have very similar effects as the preferred policy as it is assumed that the requirements and measures in the preferred policy will remain, but with the addition of the requirement for green roofs. Significant positive effects are expected in relation to SA objective 8 (climate change resilience), as provision of green roofs will reduce vulnerability to climate change through natural cooling as well as reducing flood risk. Minor positive effects are also expected for SA objective 5 (biodiversity) as it will enhance habitats and species in the area, helping to delivering net gains in biodiversity and could enhance connectivity and improve access to wildlife and green space. It is noted that provision of green roofs could impact upon the space needed for drone deliveries, therefore uncertainty has been added to the minor positive effect on SA objective 2 (air quality and pollution).

### C. Buildings must replicate natural cooling airflows and use fans instead of air conditioning

This reasonable alternative option is also expected to have very similar effects as the preferred policy as it is assumed that the requirements and measures in the preferred policy will remain but with the additional requirement of natural cooling airflows as an alternative to air conditioning. Significant positive effects are expected on SA objective 8 (climate change resilience) because the use of natural cooling rather than air conditioning means the building can adapt to climate change in a way that does not increase greenhouse gas emissions. It will also contribute further to the significant positive effects on SA objective 7 (greenhouse gas emissions) through a reduction in energy use.



#### **D. No digital street furniture**

Again this option is expected to have very similar effects as the preferred policies as it is assumed that many elements of the preferred policy would remain the same, with just the removal of the requirement for digital street furniture.

Significant positive effects are still anticipated with regards to SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), however this may be slightly reduced without the provision of electric vehicle charging points and improved public realm and wayfinding which would minimise impacts on climate change and encourage walking and cycling respectively.

#### **E. Open data not a planning consideration**

This reasonable alternative option will mean that developments are not obliged to provide open data, and therefore the benefits associated with this may not be realised. The effects on the majority of the SA objectives are identical to those for the preferred policy as the reasons for these effects include: the use of the circular economy; recycling, reducing and reusing materials; reducing overheating; providing high quality communications and broadband; reducing vehicle movements; and improving the public realm, all of which could be delivered without open access data. However, uncertainty has been added to two of the SA objectives that are anticipated to receive significant positive effects. SA objectives 14 (economy) and 16 (sustainable travel) have added uncertainty because it is not clear whether the experiments on future mobility will be impacted by not having access to open data.

#### **F. Requirement to maximise a building's off grid potential by exploring decentralised utilities and energy production: including rain water harvesting, photovoltaic panels, microgrids, and domestic wind turbines where appropriate**

This reasonable alternative option is expected to have very similar effects to the preferred policy as the requirements of the preferred policy would remain with the added requirement of maximising a building's off grid potential. This addition has resulted in minor positive effects on SA objective 3 (water) due to the potential requirement for rainwater harvesting which will help to use water resources more efficiently and protect groundwater.

Furthermore, this additional requirement will enhance the significant positive effects expected on SA objective 7 (greenhouse gas emissions) as the requirement for more renewable energy technologies will minimise impacts on climate change.

#### **G. Development must contribute to and accommodate a new autonomous pod system instead of experiments on future mobility**

This reasonable alternative option is expected to have almost identical effects to the preferred policy as it is assumed that all other requirements and measures in the preferred policy will remain, but with the requirement for developers to contribute to an autonomous pod system rather than the council carrying out experiments on future mobility. This alternative option could enhance the significant positive effects on SA objective 7 (greenhouse gas emissions) through the use of sustainable transport and reduced energy use. It is also expected to contribute to significant effects on SA objective 14 (economy) through the provision of an innovative transport solution which will enhance connectivity, and SA objective 16 (sustainable travel) through providing a sustainable alternative to the use of cars. However, it is not expected that these alternative approaches would lead to different overall outcomes on these objectives.

#### **H. Rely on Existing Policy**

This option would see the continued use of existing Cambridge Local Plan Policy 42 and South Cambridgeshire Local Plan policies CC/1, CC/3, CC/5 and TI/10. However, unlike the preferred policy, the existing policies do not state that development proposals should include a digital infrastructure and open innovation strategy. This could result in continuation of a linear, rather than circular, economy, digital street furniture not being implemented, communications not being improved, and the recycling, reuse and minimising of waste not being implemented. Therefore, this option is expected to have a negligible impact on the majority of SA objectives.

Minor positive are expected against SA objective 15 (infrastructure) as the existing policies aim to provide high capacity broadband as an integral part of development which would support investment in people and places.

#### **Recommendations**

It is recommended that the reasonable alternatives that set out the requirement for green roofs, natural cooling airflows and maximising a buildings off-grid potential, are incorporated into the policy, due to the additional positive effects that these measures add, particularly on SA objectives 5 (biodiversity), 7 (greenhouse gas emissions) and 8 (climate change resilience).



# APPENDIX E2

## Policy Appraisal

### Spatial Framework

#### Options

- A. Preferred Option – Draft Spatial Framework
- B. Alternative option – 6.8ha additional green space provision within NEC (therefore excluding Chesterton Fen)
- C. Alternative option – Industrial areas and relocated aggregates railhead adjacent to the A14
- D. Alternative option – Densification of industrial uses in current locations (Cowley and Nuffield road)
- E. Alternative option – Residential development (c. 1000 units) within Cambridge Science Park clustered around the proposed Local Centre
- F. Alternative option - Concept plan from 2019 Issues and Options document

The Councils have confirmed that options B to E take the Draft Spatial Framework as the starting point and are variations on that.

Table .1 Spatial Framework

SA objective	A	B	C	D	E	F <sup>1</sup>
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves	++	++	++	++	++	++
2. Improve air quality and minimise or mitigate against sources of environmental pollution	--/+	--/+	++/--	++/--	--/+	--/+
3. Protect and where possible enhance the quality of the water environment	+	+	+	+	+	+
4. Avoid adverse effects on designated sites and protected species	-?	-?	--?	-?	-?	-?
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	++?	+	+	+	+
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	++	++	++	++	++	++
7. Minimise impacts on climate change (including greenhouse gas emissions)	+/-	+/-	+/-	+/-	+/-	+/-
8. Reduce vulnerability to future climate change effects	+	+	+	+	+	+
9. Maintain and enhance human health and wellbeing and reduce inequalities	++	++	++	++	++	++
10. Improve the quantity and quality of publicly accessible open space	++	++	++	++	++	+
11. Ensure everyone has access to decent, appropriate and affordable housing	++	++?	++	++	++	++

<sup>1</sup> Note that some of these assessment results have changed since the Interim SA Report (February 2019), in order to ensure that all options are assessed on a consistent basis

SA objective	A	B	C	D	E	F <sup>1</sup>
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	+	+	+	+	+
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	++	++	++	++	++	+
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	++?	++/-?	++?	++?	++?	++?
15. Support appropriate investment in people, places, communities and other infrastructure	++	++	++	++	++	+
16. Reduce the need to travel and promote more sustainable travel choices	++/-	++/-	++/-	++/-	++/-	++/-

### A. Draft Spatial Framework

Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as the Draft Spatial Framework aims to redevelop NEC to create a new community on largely previously developed land.

Mixed minor positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as the Draft Spatial Framework encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic, including through the AQMA on the A14 Corridor. Mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the Draft Spatial Framework seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside, as well as provision of new public green space, off-site at Chesterton Fen. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

Significant positive effects are expected for SA objective 10 (open space), as the Draft Spatial Framework includes provision of a substantial area of new public green space at Chesterton Fen, retains and enhances the GI network within the site and includes a new link across the A14 to Milton Country Park.

Significant positive effects are expected for SA objectives 11 (housing) and 14 (economy), as the Draft Spatial Framework identifies a large area of land for housing development, which is expected to include affordable housing, and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Draft Spatial Framework includes provision for a new district centre and two new local centres, as well as two new schools and a 'civic hub / key social infrastructure cluster'.

A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Minor positive effects are expected against the majority of remaining SA objectives, as the Draft Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network, and includes enhancements to the First Drain. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

## B. 6.8ha additional green space provision within NEC

Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

Mixed minor positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic, including through the AQMA on the A14 Corridor. Mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Significant positive effects are expected for SA objective 5 (biodiversity), as provision of green space within the AAP area itself will provide greater opportunity for habitat creation and for people to access nature and greenspace. This option provides more scope to enhance the Biodiversity Opportunity Areas (BOAs) identified within the AAP area, although locating this greenspace at Chesterton Fen could also contribute towards the BOAs in that area. However, in being more within the urban area, these habitats may be subject to more physical, light and noise disturbance than if the green space was located at Chesterton Fen. More people are likely to benefit from this green space as it will be on the doorstep of their home or workplace and they are more likely to travel through it on a daily basis.

All options are expected to have significant positive effects on SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the Draft Spatial Framework seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside, as well as provision of new public green space, off-site at Chesterton Fen. Provision of new employment opportunities should help to address some issues related to deprivation in the area. This option has potential to provide further benefits for these objectives as provision of green space within the AAP area itself may provide a more attractive townscape and will provide greater opportunity for people to access nature and greenspace.

Significant positive effects are expected for SA objective 10 (open space), as the Draft Spatial Framework includes provision of a substantial area of new public green space at Chesterton Fen, retains and enhances the GI network within the site and includes a new link across the A14 to Milton Country Park.

Significant positive effects are expected for SA objective 11 (housing), as this option identifies a large area of land for housing development, which is expected to include affordable housing. However, in providing a greater level of greenspace within the AAP area it is possible that this option will lead to a lesser amount of housing provision, therefore the effect is uncertain.

Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Draft Spatial Framework includes provision for a new district centre and two new local centres, as well as two new schools and a 'civic hub / key social infrastructure cluster'.

Whilst all options but Option F are expected to have significant positive effects on SA objectives 10 (open space) and 13 (services and facilities), this option may bring further benefits, for these objectives as provision of green space within the AAP area itself will provide greater opportunity for people to access nature and greenspace.

Mixed significant positive and minor uncertain effects are identified for SA objective 14 (economy), as this option provides for a substantial amount of employment development, which is expected to provide for a range of jobs, but provision of more greenspace onsite may lead to a loss in existing employment floorspace. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of employment floorspace.

A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Minor positive effects are expected against the majority of remaining SA objectives, as the Draft Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network, and includes enhancements to the First Drain. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

### **C. Industrial areas and relocated aggregates railhead adjacent to the A14**

Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

Mixed significant positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic, including through the AQMA on the A14 Corridor. This option may bring further benefits for SA objective 2 compared to other options, as locating industrial uses and the aggregates railhead adjacent to the A14 may help to concentrate noisy uses in one part of the site, and the effects of this noise may be lessened by the fact the A14 is already a source of noise. A mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as this option seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside, as well as provision of new public green space, off-site at Chesterton Fen. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

Significant positive effects are expected for SA objective 10 (open space), as the Draft Spatial Framework includes provision of a substantial area of new public green space at Chesterton Fen, retains and enhances the GI network within the site and includes a new link across the A14 to Milton Country Park.

Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as this option identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Draft Spatial Framework includes provision for a new district centre and two new local centres, as well as two new schools and a 'civic hub / key social infrastructure cluster'.

A significant negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as this option is expected to involve relocating industrial land uses and the aggregates railhead either adjacent to the Milton Road Hedgerows City Wildlife Site, therefore increasing disturbance at this site, or it could lead to loss of this feature. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Minor positive effects are expected against the majority of remaining SA objectives, as the Draft Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network, and includes enhancements to the First Drain. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

### **D. Densification of industrial uses in current locations**

Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

Mixed significant positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic, including through the AQMA on the A14 Corridor. This option may bring further benefits for SA objective 2 compared to other options, it will concentrate industrial uses, which are more likely to be noisy, in one part of the site. A mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as this option seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider

countryside, as well as provision of new public green space, off-site at Chesterton Fen. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

Significant positive effects are expected for SA objective 10 (open space), as the Draft Spatial Framework includes provision of a substantial area of new public green space at Chesterton Fen, retains and enhances the GI network within the site and includes a new link across the A14 to Milton Country Park.

Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as this option identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Draft Spatial Framework includes provision for a new district centre and two new local centres, as well as two new schools and a 'civic hub / key social infrastructure cluster'.

A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Minor positive effects are expected against the majority of remaining SA objectives, as the Draft Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network, and includes enhancements to the First Drain. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

#### **E. Residential development within Cambridge Science Park clustered around the proposed Local Centre**

Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

Mixed minor positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic, including through the AQMA on the A14 Corridor. A mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the Draft Spatial Framework seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside, as well as provision of new public green space, off-site at Chesterton Fen. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

Significant positive effects are expected for SA objective 10 (open space), as the Draft Spatial Framework includes provision of a substantial area of new public green space at Chesterton Fen, retains and enhances the GI network within the site and includes a new link across the A14 to Milton Country Park.

Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as this option identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Draft Spatial Framework includes provision for a new district centre and two new local centres, as well as two new schools and a 'civic hub / key social infrastructure cluster'. Whilst all options are expected to have significant positive effects on SA objective 13 (services and facilities), this option may bring further benefits as it provides the opportunity for people to live closer to where they work, whilst still having access to local facilities.

A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is

adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Minor positive effects are expected against the majority of remaining SA objectives, as the Draft Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network, and includes enhancements to the First Drain. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

Whilst all options are expected to have minor positive effects on SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), this option may bring further benefits as it provides the opportunity for people to live closer to where they work, whilst still having access to local facilities.

#### **F. Concept plan from 2019 Issues and Options document**

Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as the concept plan aims to redevelop NEC to create a new community on largely previously developed land.

Mixed minor positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as the concept plan encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic, including through the AQMA on the A14 Corridor. A mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the indicative concept plan seeks to improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Plan also proposes green infrastructure routes within the site and to the wider countryside, and proposes to improve the First Public drain contributing to improved townscape character for future users of the site. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as the concept plan identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

Minor positive effects are expected against the majority of remaining SA objectives, as it encourages sustainable modes of travel and improved biodiversity links through the green infrastructure network, and proposes a sustainable water management network. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people, provide access to a range of services and support the local economy. With regards to SA objectives 5 (biodiversity), 9 (health and wellbeing) and it is noted that the Indicative Concept Plan does not include a new link across the A14 to Milton Country Park, whereas the Draft Spatial Framework does.

#### **Recommendations**

Many effects will depend on the exact design of development, which will be in accordance with other AAP policies. Design-based recommendations are therefore included for the relevant policies and are not repeated here.

Archaeological surveys should also be carried out prior to redevelopment of any part of the site.

It is recommended that the effects of proposed development on the AQMA along the A14 Corridor should be subject to assessment and mitigated as appropriate. In addition, it is recommended soft landscaping is used along the A14 and alongside the railway (and any other significant sources of noise) to buffer the site from noise and air pollution. A construction environmental management plan should also be produced to avoid, minimise and mitigate environmental pollution in the construction phase. Furthermore, developers should be encouraged to register with The Considerate Constructors Scheme which includes guidelines for considering the impact on neighbours, and for protecting and enhancing the environment.



Opportunities to improve habitat corridors through BOAs should also be realised as far as possible. Furthermore the recommendations set out in the Biodiversity Assessment<sup>2</sup> should be included in the AAP.

New and enhanced active travel routes (walking and cycling) should be fully segregated from each other and vehicular traffic to ensure a safe environment for all. Ideally, active travel links should be prioritised over roads and should be suitable for all users, including wheelchair users. Proposed interventions set out in the Transport Study<sup>3</sup> should also be included.

In terms of equalities, affordable housing provision should include a mix of type and tenure to meet local demand. Furthermore, a large proportion of employment opportunities should be available for local people

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<sup>2</sup> MKA Ecology Ltd (2019) North East Cambridge Area Action Plan Biodiversity Assessment

<sup>3</sup> Mott MacDonald (2019) North East Cambridge Area Action Plan Transport Evidence Base

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Date: 07 May 2020  
Our ref: 315290  
Your ref: [Click here to enter text.](#)



Greg Macrdechian  
Planning Policy Consultant  
Greater Cambridge Shared Planning

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

**BY EMAIL ONLY**

Dear Mr Macrdechian

**North East Cambridge Area Action Plan Draft Habitats Regulations Assessment**

Thank you for seeking Natural England's views on the above in your email of 21 April 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Our comments on the draft Habitats Regulations Assessment (HRA) report prepared by LUC (March 2020) are provided below. These follow on from our response to the North East Cambridge Area Action Plan (NECAAP) Issues and Options 2019 consultation, in our letter dated 25 March 2019 (ref. 273507). It should be noted that we have only been able to undertake a preliminary review of the document given the short consultation period; our comments are therefore focused on key aspects of the report including findings and recommendations.

The HRA report confirms that the area covered by the NECAAP straddles the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council who are taking a coordinated approach to development through provision of a joint AAP for the site. The NECAAP seeks the wider regeneration of this part of Cambridge with the creation of a revitalised, employment focussed area centred on the new transport interchange created by Cambridge North Station. Natural England notes and welcomes that preparation of the NECAAP has been informed by both adopted and emerging plans.

**Chapter 3 Method**

The assessment methodology outlined in Chapter 3 appears to be in general accordance with Conservation of Habitats and Species Regulations 2017 (as amended) requirements for HRA including assessment and interpretation of likely significant effect alone, and in-combination, and Appropriate Assessment. We welcome consideration of relevant case law including the recent '*People over Wind*' ruling which advocates that avoidance and mitigation measures cannot be relied upon at the HRA Screening Stage and must be tested through the Appropriate Assessment.

We generally agree with the European sites scoped in for assessment, identified in Table 2.1 and Figure 2.1 of Appendix 1. These include all sites within 15km of the LPA boundary and those beyond this distance with the potential to be affected by longer pathways for impact such as hydrological effects and recreational pressure. We advise that clarification is required to explain the screening out of Chippenham Fen Ramsar / Fenland SAC. Whilst this site is located beyond the 15km buffer our understanding is that it is dependent upon adequate supply of high quality groundwater from the same chalk aquifer serving the wider area, including NECAAP. The further

effects on water quantity and quality, associated with additional drawdown on the aquifer to meet the needs of all proposed development, i.e. in-combination effects, is a significant concern for water-dependent designated sites, including European sites such as Chippenham Fen Ramsar / Fenland SAC. With reference to the precautionary approach advocated in section 4.6 of the HRA it is not appropriate to screen out these sites on the basis of distance alone. An evidence based approach will need to be applied taking into consideration the findings and recommendations of the emerging Integrated Water Cycle Study being undertaken to inform preparation of the Greater Cambridge Local Plan.

#### **Chapter 4 Screening Assessment**

Natural England agrees that most of the policies within the NECAAP do not promote development and are therefore unlikely to have any significant effect on European sites. We generally support the screening out of those policies listed in sections 4.2 – 4.4. We agree that the policies listed in section 4.5 have pathways to European sites and likely significant effects cannot be ruled out at this stage.

We support the application of a precautionary approach to the use of set distances for assessing impacts, as set out in section 4.6.

#### Physical damage and habitat loss

We agree that there are unlikely to be any significant effects associated with direct physical damage or habitat loss, including to functionally linked land, given that none of the European sites are located within or close to the NECAAP development site. The potential exception to this is Eversden and Wimpole Woods Special Area of Conservation (SAC) given the extensive foraging range of the qualifying barbastelle bat feature.

Section 4.11 of the report identifies that important foraging areas for the barbastelle bat are likely to be focused within 8km of their core breeding zones. We generally agree with this although there doesn't appear to be any evidence to confirm that barbastelles and functional habitat is not located beyond 8km. It is widely known that barbastelles will forage up to 20km from their roost site. On this basis we suggest a more precautionary approach is applied, in line with that generally taken for major developments in the area, to rule out any impacts to SAC functional habitat. A policy requirement for development to confirm no adverse effect on SAC barbastelle functional habitat could suffice.

#### Non-toxic contamination

We generally support the no likely significant effect findings of the assessment presented in section 4.13 - 4.15. However, please see our advice above with regard to Eversden and Wimpole Woods SAC functional habitat.

#### Air pollution

We support the assessment presented in sections 4.16 – 4.34 focusing on emissions associated with increased vehicle traffic on the strategic road network identified in Appendix 3. This confirms that the Ouse Washes SAC, SPA and Ramsar site and Devil's Dyke SAC lie within 15km of the NECAAP boundary and within 200m of a strategic road. We welcome consideration of in-combination air quality effects in line with the requirements of the Wealden judgement<sup>1</sup>. Our advice is that consideration should also be given to any implications for air quality, and potentially water quality, associated with the recent CJEU judgment relating to the Dutch Nitrogen cases<sup>2</sup>.

The Ouse Washes SAC, SPA and Ramsar site has been screened out as having no likely significant effect alone, and in-combination, on the basis that <1% of the site lies within 200m of a

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<sup>1</sup> [2017] Env LR 31, [2017] EWHC 351 (Admin)

<sup>2</sup> Judgment in Joined Cases C-293/17 and C-294/17 *Coöperatie Mobilisation for the Environment UA and Others v College van gedeputeerde staten van Limburg and Others*, found at <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:62017CJ0293>

strategic road. We have concerns with this approach to screening out likely significant effect to European sites based on a minimum area of impact threshold, without any consideration as to whether the area supports qualifying features that are sensitive to the pollutants concerned. We are not aware of best practice guidance advocating this approach. Based on Natural England air quality guidance our advice is that the HRA should establish whether Ouse Washes qualifying features are present within 200m of the road and whether any such features are sensitive to pollutants from traffic emissions. If this is the case then further screening should be undertaken to identify whether sensitive qualifying features are likely to be exposed to emissions. Where this is the case screening thresholds, such as AADT and/or predicted emissions (process contributions) should be applied to identify whether predicted change is likely to be significant. If the screening is unable to conclude that predicted change alone, and/or in-combination, is unlikely to be significant, or where uncertainty remains, further detailed consideration of air quality impacts should be progressed through the Appropriate Assessment.

In our response to the Greater Cambridge Local Plan consultation we advised that the HRA should provide sufficient evidence to demonstrate no credible risk of air pollution impacts to Wicken Fen Ramsar and Fenland SAC, given that the sites lie just beyond the 200m screening distance. This is referenced in section 4.31 of the HRA and the assessment consequently applies a precautionary approach in its consideration of the issue. Natural England welcomes this and notes the confirmation that Wicken Fen is actually located 300m from the main A1123 at its nearest point. On this basis we support the conclusion that air pollution is unlikely to have a significant effect on Wicken Fen Ramsar and Fenland SAC.

#### Recreation

Natural England agrees with the screening out of likely significant effects for the Ouse Washes SAC, SPA and Ramsar site, Eversden and Wimpole Woods SAC and Devil's Dyke SAC based on limited impact pathways due to distance, in accordance with Natural England's SSSI Impact Risk Zones (IRZs).

Section 4.41 of the report suggests that Natural England has not set a recreational IRZ for Wicken Fen Ramsar and Fenland SAC since these sites are not considered to be at significant risk from recreational pressure. This is not quite accurate. Natural England has delayed setting a recreational pressure IRZ for the site pending analysis of the findings of the recently published Footprint Ecology Wicken Fen Visitor Survey<sup>3</sup> commissioned by the National Trust. In the meantime we would expect the findings and recommendations of this study to inform the assessment of recreational pressure impacts as part of the HRA process for relevant development proposals and plans. We therefore welcome application of a precautionary approach in assuming a 20km zone of influence for recreational impacts to Wicken Fen. Since NECAAP lies within 10km of the site we agree with the screening of likely significant effect.

#### Water Quantity and Quality

We agree that to fully understand the potential impacts of proposed development on European sites a review of relevant Water Cycle Studies (WCS) and liaison with the Environment Agency and relevant water companies will be required. This will need to include consideration of any potential implications for water quality associated with the CJEU ruling on the Dutch Nitrogen cases.

Please note our comments in relation to Chippenham Fen Ramsar and Fenland SAC above. The HRA will need to be informed by relevant evidence emerging from the Integrated Water Study, incorporating a Water Cycle Study, being prepared for the Greater Cambridge Local Plan.

Numerous designated sites within the district and beyond, including internationally designated sites such as Chippenham Fen, are dependent on adequate supply of high quality ground and/or

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<sup>3</sup> Saunders P., Lake S., Lily D., Panter C., (2019) Visitor Survey of the National Trust's Wicken Fen 100 Year Vision Area. Unpublished Report by Footprint Ecology.

surface water supplied by the underlying chalk aquifer. The aquifer is under significant pressure from current abstraction; effects on water quantity and quality is already having an impact on many of these sites and the wider natural environment. Current abstraction rates are clearly not sustainable and the WCS will need to identify how growth requirements can be met in light of this. Alternative options to limit, and ideally reduce abstraction, will be required to ensure no further impact to the natural environment and deterioration in condition of designated sites. Natural England's advice is that it is not appropriate to screen out impacts to European sites that are dependent on the underlying aquifer, on the basis of distance alone; the assessment should await further evidence and recommendations emerging through the WCS.

Section 4.4 of the report concludes no likely significant effect on the Ouse Washes SAC, SPA, Ramsar site based on distance and limited hydrological connectivity with proposed NECAAP development. Natural England advises that consideration should be given to any likely changes in the flow and volume of water entering the River Cam and Ely Ouse associated with the proposed development. Reduced flows would have the potential to exacerbate siltation problems downstream of Denver. Siltation causes the Hundred Foot river to back up and this plays a significant role in the increased and prolonged flooding of the Ouse Washes. Whilst the Ouse Washes is screened as no likely significant effect we note that impacts are considered further through the Appropriate Assessment, which is then unable to conclude no adverse effect on the integrity of the European site. Water quantity impacts to the Ouse Washes therefore requires further review and the relevant sections of the HRA need to be updated accordingly. We suggest this is informed by the detailed findings and recommendations of the WCS.

Devil's Dyke SAC is not water-dependent hence we support the no likely significant effect conclusion.

Wicken Fen Ramsar and Fenland SAC are highly sensitive to changes in water quantity and quality. Based on this and hydrological connectivity with the River Cam we agree there is potential for development through NECAAP to have a likely significant effect alone, and in-combination.

We support the no likely significant effect conclusion in relation to Eversden and Wimpole Woods SAC given that the qualifying barbastelle bat SAC feature is not susceptible or hydrologically connected to water resources that could be impacted by the development.

### **Section 5 Appropriate Assessment**

Natural England welcomes the approach to considering the impacts of the plan (either alone or in combination with other projects or plans) on the integrity of European sites with respect to their conservation objectives and to their structure and function. We welcome reference to Natural England's European site Site Improvement Plans and suggest that reference is also made to any additional information in the relevant Supplementary Advice Packages (SAPs).

#### Air quality

Please see our comments above regarding the need for further consideration of air quality impacts to the Ouse Washes SAC, SPA and Ramsar site.

Section 5.11 states that APIS data indicates nitrogen levels at Devil's Dyke SAC are within the lower half of the critical load range between 15 and 25 Kg N/ha/year at 15.6 Kg N/ha/year. Our advice is that for the purpose of assessing air quality impacts to designated site the lower critical load limit of the APIS range should be applied. Based on this nitrogen levels at the SAC are already exceeding the site critical load hence we welcome the proposal for further assessment of air quality impacts.

We agree with the statement in section 5.12 that NECAPP policies could provide some level of mitigation, for example Policy 14: Sustainable Connectivity, which will provide networks for sustainable modes of transport and will encourage active transport. However, we would advocate caution in relying on the mitigating effects of a policy which simply has the potential to limit the

level of increase in vehicles and associated emissions. In the absence of strict requirements the mitigating effects of this are, at best, uncertain. However, we support the proposal to use AADT traffic modelling data to fully inform the assessment of in-combination effects and to undertake air quality modelling if the 1,000 AADT threshold is exceeded, to assess adverse effect and the efficacy of any required avoidance and mitigation measures.

### Recreation

We welcome reference to the Footprint Ecology Wicken Fen Visitor Survey. In light of the findings of this report and the significant level of growth proposed through NECAAP in-combination with growth in adjoining districts, we would advocate caution in assuming that existing management measures by the National Trust are sufficient to mitigate increased recreational pressure. Wicken Fen is a relatively small but popular 'destination site' where access is not entirely controlled through entry permit; there are numerous open access points and several public rights of way across the site. We strongly recommend that the consultants seek further advice on this from the National Trust as owners and managers of the site.

We agree that NECAAP policies such as Policy 23 Open Space could provide some safeguards and mitigation measures for recreational pressure. We particularly support the recommendation for strengthening of policy wording to include a commitment for development of 8,500 homes within 20km of a European site to provide greenspace specifically designed and managed to alleviate recreational pressure on European sites. However, our advice is that quantity of provision and long-term management, rather than simply the design of greenspace, will be critical to mitigating off-site recreational pressure impacts. Therefore, to provide the certainty required to demonstrate no adverse effect on the integrity of sites such as Wicken Fen, the HRA will need to provide additional clarity on mitigation to be delivered through this policy i.e. quantity and quality of open space provision and how delivery and management in-perpetuity will be secured.

Natural England provided detailed advice on the requirements for open space and green infrastructure provision in response to the NECAAP Issues and Options Consultation. Our advice is that the extent of accessible natural greenspace provision (i.e. excluding formal sports areas) should be proportionate to the scale of development, for example 8ha /1000 population is advocated through the Suitable Alternative Natural Green Space (SANGS) [guidance](#) to meet people's needs and protect more sensitive designated sites including European sites and SSSIs. Whilst quantity of provision should be broadly aligned with SANGS guidance, green infrastructure design should seek to achieve the Natural England Accessible Natural Greenspace Standards, detailed in [Nature Nearby](#), including the minimum standard of 2ha informal open space within 300m of everyone's home. Green infrastructure provision should seek to contribute towards the delivery of the objectives of the [Cambridgeshire Green Infrastructure Strategy](#) for habitat enhancement and improved connectivity. The AAP should not rely on existing green space such as Milton Country Park to meet people's recreational needs; the AAP should seek provision of similar area of open space to complement and connect the Country Park.

### Water Quantity

Natural England agrees that a Water Cycle Study is required to fully assess the impacts of increased water demand through NECAAP, in-combination with other plans and policies, on Wicken Fen Ramsar and Fenland SAC and the Ouse Washes SAC, SPA and Ramsar site. As discussed above, this is currently being undertaken as part of the Integrated Water Study for the Greater Cambridge Local Plan.

Consideration should be given to our comments above regarding potential impacts to the Ouse Washes through reduction in flows in the River Cam and Ely Ouse.

We agree that NECAAP water-related policies have the potential to mitigate any water quantity related adverse effects to European sites. Our advice is that policy wording should be guided by the findings of the WCS. Where required, details of measures to mitigate adverse effects will need to be clearly specified along with a mechanism and timescale for delivery.

Please note our advice above with regard to impacts on the natural environment, including sites such as Chippenham Fen Ramsar and Fenland SAC, through over-abstraction from the underlying chalk aquifer. Alternative options are required to address current pressures and to ensure that future growth needs, including water demand, can be sustainably met without adverse effect on European sites and supporting habitat.

### Water Quality

Water quality is critically important for Wicken Fen, which is largely rainwater-fed, and Chippenham Fen which is groundwater fed. Again we agree that the findings and recommendations of the emerging WCS are required to fully assess the impacts of increased demand for wastewater treatment through NECAAP, in-combination with other plans and policies, on Wicken Fen Ramsar and Fenland SAC, and also Chippenham Fen Ramsar. Reduced water quality, associated with lower volumes of water due to over-abstraction of the chalk aquifer, and the effects of this on both sites requires detailed consideration through robust modelling.

We agree that NECAAP policies, particularly *Policy 24 Water Quality, Demand and Efficiency in North East Cambridge*, have some potential to mitigate any water quality related adverse effects to European sites. We support the recommendations in section 5.35 for strengthening of policy wording, the most important of these being inclusion of a requirement for a higher standard of discharge to be met to ensure improved water quality in the River Cam. Our advice is that policy wording should be further guided by the findings of the WCS; details of measures to mitigate any adverse effects should be clearly specified along with a mechanism and timescale for delivery.

### **Conclusions and recommendations**

We generally support the recommendations set out in section 6.4 of the HRA; however, please refer to our advice above with regard to:

- Inclusion of further consideration of air quality impacts to the Ouse Washes SAC, SPA and Ramsar site in addition to Devil's Dyke SAC;
- Consideration of potential reduced river volume/flow to impact on the Ouse Washes;
- Adoption of a more precautionary approach to impacts on Eversden and Wimpole SAC functional habitat;
- Further consideration of measures to mitigate recreational pressure impacts to Wicken Fen through discussion with the National Trust and robust policy wording (Policy 23) to ensure sufficient quantity, quality and long-term management of alternative natural greenspace;
- Updating the report in line with the findings and recommendations of the emerging WCS. This should be used to clarify hydrogeological connectivity (both surface and groundwater) between NECAAP and Wicken Fen and Chippenham Fen Ramsar sites through the HRA, to demonstrate that there will be no adverse effects on these components of Fenland SAC, through changes in water quantity and quality.

Natural England will be pleased to review further iterations of the HRA in due course through our [Discretionary Advice Service](#) (DAS). Given the short consultation period we have had limited opportunity to liaise with colleagues and the Environment Agency. Consequently we may raise additional comments through later stages of consultation.

I hope the above comments are helpful. If you have any queries relating to the advice in this letter please contact me on 020 802 65894.

Yours sincerely

Janet Nuttall  
Sustainable Land Use Adviser



## Appendix G: Background to NEC AAP

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

The relocation of the WTP is a separate project to the preparation of the AAP and is being led by Anglian Water. The project will deliver local, regional and national benefits and is classified as a Nationally Significant Infrastructure Project (NSIP). Anglian Water will submit a Development Consent Order application to the Planning Inspectorate. Planning permission is via a Development Consent Order (DCO), which is determined by the Secretary of State through an independently appointed planning inspector, rather than the waste authority, which is Cambridgeshire County Council. Anglian Water is working closely with the councils in their role as local planning authorities and therefore statutory consultees on the DCO process. The DCO process requires comprehensive consultation and is 'front-loaded', meaning the majority of community engagement is required to take place before the application is made. Anglian Water has advised that the first phase of statutory consultation on the DCO is planned for this summer. This community engagement on the relocation of the WTP is entirely separate to the consultation for the AAP, but will cross refer to each other so that interested parties understand how they can engage and respond to both projects.

Anglian Water has advised that the current programme for the DCO is to develop a consent order application for submission in Summer 2022 with a decision expected in late 2023.

The relocation of the WTP will enable redevelopment of the Anglian Water and City Council owned land – referred to as the 'core site'. Anglian Water and Cambridge City Council have formed a Joint Venture partnership to advance development of the core site and appointed U&I as their Master Developer for this project. The Joint Venture are already working with other key landowners to ensure a coherent approach across the area. However, new development on the core site cannot go ahead until the existing treatment plant is relocated but the intention is to create meanwhile uses in the interim and to commence preparation of a hybrid planning application for the site. It is not expected that there will be any formal planning application made in 2020 for meanwhile use of the site, but there will be a programme of early community engagement planned for the latter end of 2020.

### Issues and Options consultation 2019

In addition to the consultation responses received to the Issues and Options consultation, preparation of the draft AAP has been informed by:

- meetings held with the major landowners and developers to discuss the aspirations they have for their sites;
- the outcomes of discussions held with the engagement Forums (Landowners Forum, Community Liaison Forum and Local Ward Member Forum) on key issues;
- a series of 'workshops' held to inform the preparation of a more detailed spatial framework for NEC, including strategic movement networks, green

and blue links, environmental constraints, land use distribution, and community facilities and place-making requirements;

- the analysis of social and physical infrastructure required to support new development and to deliver the spatial vision for the area; and
- the findings of topic papers and evidence base studies on a range of matters including transport; employment; housing; retail; community facilities; landscape and visual impacts; biodiversity; air quality; flood risk and sustainable drainage; development typologies; and development capacities.

# APPENDIX H: PROPOSED DRAFT NORTH EAST CAMBRIDGE AREA ACTION PLAN

## Draft Vision, Objectives and Strategy

The draft vision, strategic objectives and spatial strategy for North East Cambridge is presented at chapters 1, 2 and 3. The purpose of this section of the document is to set out the kind of place we want North East Cambridge to be like in the future, and to outline the broad development strategy to deliver the vision and objectives. It takes into account the baseline information about the key issues facing the area that need to be addressed and the strengths and opportunities that need to be enhanced and realised (these are set out in chapter 2 of the draft document). The subsequent chapters of the draft AAP are all concerned with what needs to happen (the where, when and how) to deliver this vision for the area. Key to this is the detailed development management policies and proposed delivery and implementation strategy (set out in chapter 8), the design and built character policies (set out in chapter 5), and the connectivity requirements (set out in chapter 7).

### Spatial Strategy

In summary, the proposed spatial strategy for NEC is:

- To create a mixed-use city district which will include a range of uses, including homes, space for different businesses, industrial units, community and cultural facilities and shops which will serve the day to day needs of people living and working in this area;
- To establish a coherent green and blue network for people and biodiversity linking North Cambridge to the wider countryside;
- To facilitate healthy and active lifestyles by creating walkable and cyclable neighbourhoods and discouraging private car use; and
- To integrate the AAP area into the neighbouring communities through the introduction of new walking and cycling connections and opening up the existing employment parks to the wider community.

### The North East Cambridge centres

As part of the overarching spatial framework for NEC, the draft AAP proposes four new centres (as shown on figure 20 within the draft AAP):

- The area around North Cambridge Station, referred to as Station Approach;
- The proposed area of the new District Centre, including its immediate surrounds;
- The junction on Cowley Road where a new key route through the City & Anglian Water site interacts with the St John's Innovation Park (referred to as Cowley Road Neighbourhood Centre); and

- The proposed new local centre located adjacent to the Cambridge Regional College and guided busway on the Science Park site (referred to as a Cambridge Science Park Local Centre).

As part of the approach outlined in 6.2 above, more detailed design and development parameters to be prepared to provide coordinated development across the AAP area. The Council will lead on the production of a site wide design code that will require input from the various landowners and their design teams. The Design Code will be adopted as a Supplementary Planning Document (SPD) to guide and co-ordinate future development.

## Overall Provision

The draft AAP establishes the contribution each site within North East Cambridge is to make towards achieving the overall vision and objectives, including to future strategic provision of housing and employment, place making requirements, and the social and physical infrastructure needs for the area as a whole, as well as that specific to the individual site. The levels are informed by the development aspirations of landowners/promoters within the AAP area and the findings of evidence base studies, and will be reviewed if necessary once infrastructure and viability evidence is further refined and advanced. In addition, the approach to phasing and delivery of homes and jobs will be kept under review to ensure that the councils support and enable the delivery of development at NEC, whilst at the same time relying on a reasonable and appropriate contribution from NEC to meet overall future identified housing and employment requirements in Greater Cambridge, and will be refined for the next stage in the AAP process. It is anticipated that delivery of development ant NEC will continue, on a phased basis, over a considerable number of years. For the avoidance of doubt, new homes and employment floorspace at NEC is not required to meet currently identified needs, as these are fully provided for through the policies and proposals of the current Local Plans for Cambridge and South Cambridgeshire. We will be inviting comment from landowners, developers and stakeholders during the public consultation on the amount of development, phasing and assumptions set out within the AAP.

The amount of homes, employment and other uses planned for in the AAP are set out in the relevant policies and are summarised in the table below:

Development Area	Residential units	M <sup>2</sup> employment	M <sup>2</sup> retail and town centre uses	M <sup>2</sup> Community and Cultural	M <sup>2</sup> Industrial
Anglian Water / Cambridge City Council site	5,500	23,500	3,700	5,700	0
Cambridge Business Park	500	68,000	1,500	0	0
Cambridge	0	70,000	1,000	100	1,150

Science Park					
Chesterton Sidings	730	36,500	1,000	100	8,800
Cowley Road Industrial Estate	500	0	0	0	17,500
Nuffield Road Industrial Estate	550	0	0	0	0
St Johns Innovation Park	0	35,000	100	0	0
Trinity Hall Farm Industrial Estate	0	1,500	0	0	0
Merlin Place	120	0	0	0	0
Milton Road Car Garage	100	0	0	0	0
Cambridge Regional College	0	0	0	0	0
Total	8,000	234,500	7,300	5,900	27,450

The above represents a significant contribution to meeting the strategic housing and employment needs of Greater Cambridgeshire. It also represents a significant potential investment in North East Cambridge over the next 15 years. Such investment can be used to lever considerable public benefit aimed at addressing the socio-economic deprivation experienced in some of the surrounding neighbourhoods, including psychological and physical barriers to accessing new job opportunities within North East Cambridge.

By way of comparison, the amount of additional office floorspace proposed within the Area Action Plan is broadly similar to the amount of floorspace currently within Cambridge Science Park. The industrial development proposed would result in a small uplift from what is currently within Nuffield Road Industrial Estate.

## Detailed Policies

Each policy and supporting text are set out as follows:

- Introduction – the strengthen, challenges, opportunities and threats that the policy is required to address.
- What you told us previously – sets out a summary of the comments received to Issues & Options consultation (this section is for the draft version of the AAP only and will be removed in the version that is submitted for Examination in Public at the next stage of the plan making process).

- How your comments and options have been taken into account – sets out the councils’ consideration of the comments and the option(s) taken forward with justification (this section is for the draft version of the AAP only and will be removed in the version that is submitted for Examination in Public at the next stage of the plan making process). An audit trail of all options considered and discounted, including reasons why, will be published alongside the consultation document.
- The Policy – the proposed detailed draft policy text
- Why we are doing this – summary of why the policy is required and the most appropriate
- Evidence supporting this policy – a list of the supporting evidence base documents used to justify or inform the policy, including hyper-link to where these can be viewed.
- Monitoring indicators – draft indicators that the councils will use to monitor and judge the effectiveness of the policy in meeting the objectives of the AAP
- Policy links to the adopted Local Plans – refers to related adopted policies in the Local Plans

With respect to the draft policies, a brief summary of the key policies is provided below:

Policy Number	Policy Name	Purpose of the policy
<b>A spatial framework for North East Cambridge</b>		
Policy 1	A comprehensive approach at North East Cambridge	Development to be in accordance with the AAP Spatial Framework
<b>Climate change, water and biodiversity</b>		
Policy 2	Designing for the climate emergency	Design for climate change mitigation and adaptation, including environmental design and build standards
Policy 3	Energy and associated infrastructure	Requires conformity with site wide energy masterplan
Policy 4a	Water efficiency	Sets standards for water use
Policy 4b	Water quality and ensuring supply	Ensuring groundwater quality and sufficient supply of water and drainage capacity
Policy 4c	Flood Risk and Sustainable Drainage	Ensuring surface water run-off doesn’t cause flooding (SuDS) and development is resistant and resilient to flooding
Policy 5	Biodiversity & Net Gain	Establishes biodiversity

		net gain requirement and mitigation hierarchy
<b>Design and built character</b>		
Policy 6	Distinctive design for North East Cambridge	Sets the expectations of very high quality placemaking and design
Policy 6b	Design of mixed-use buildings	Sets out how buildings should accommodate mixed use development
Policy 7	Legible streets and spaces	Creating a coordinated and legible streets and space network that is well designed, inclusive and coordinated
Policy 8	Open spaces for recreation and sport	Sets out the open space network for green infrastructure and required level of provision
Policy 9	Density, heights, scale and massing	Specifies what height buildings should be in different parts of the AAP area and design criteria
Policy 10a	North East Cambridge Centres	Principles for the design of the district, local and neighbourhood centres
Policy 10b	District Centre	Land use, development amount and development requirements in this centre
Policy 10c	Science Park Local Centre	Land use, development amount and development requirements in this centre
Policy 10d	Station Approach	Land use, development amount and development requirements in this centre
Policy 10e	Cowley Road Neighbourhood Centre	Land use, development amount and development requirements in this centre
Policy 11	Housing design standards	Sets space standards for internal space and balcony/amenity space and daylighting.
<b>Jobs, homes and services</b>		

Policy 12a	Business	Identifies the amount and location of new office development
Policy 12b	Industry	Identifies the amount and location of new/replacement industrial development
Policy 13a	Housing	Identifies the amount and location of new housing development and affordable housing requirement
Policy 13b	Affordable housing	Requires a mix of affordable housing types
Policy 13c	Housing for local workers	Supports proposals for purpose built private rented sector homes
Policy 13d	Build to Rent	Defines Build to Rent development and sets out development requirements
Policy 13e	Custom Finish	Supports custom finish for major developments
Policy 13f	Short term/corporate lets and visitor accommodation	Supports new purpose built visitor accommodation if the need is proven and it will not result in the loss of existing housing and requires for change of use
Policy 14	Social, community and cultural Infrastructure	Needs-led approach to provision and the need to co-locate facilities
Policy 15	Shops and local services	Sets out hierarchy of centres and their capacity for convenience, comparison and other retail/'town centre uses'
<b>Connectivity</b>		
Policy 16	Sustainable Connectivity	Embeds principles of walkable and active travel and identifies primary and secondary streets and connectivity to wider network
Policy 17	Connecting to the wider network	Lists the new connections across existing barriers to movement ensure integration with surrounding communities



Policy 18	Cycle Parking	Demands cycle parking in excess of minimum standards in Cambridge Local Plan
Policy 19	Safeguarding for Cambridge Autonomous Metro and Public Transport	Requires space to be safeguarded for the CAM portal and a transport interchange/mobility hub
Policy 20	Last mile deliveries	Encourages sustainable modes for last mile delivery including cycles/cargo cycles
Policy 21	User hierarchy for streets	Shows primary and secondary vehicle route network and design expectations for ensuring these have low traffic speeds and still prioritise walking/cycling
Policy 22	Managing Motorised Vehicles	Sets out the Trip Budget for the site and parking measures
<b>Development process</b>		
Policy 23	Comprehensive and Coordinated Development	Requires masterplans for all proposals and how proposals should contribute to the vision and objectives of the AAP
Policy 24a	Land Assembly	How the councils will use CPO powers if required
Policy 24b	Relocation	Support relocation of existing uses subject to a Relocation Strategy submitted with planning application
Policy 25	Environmental Protection	Ensures that development must take into account its effects on health and quality of life
Policy 26	Aggregates and waste sites	Protects the aggregates railheads but identifies alternative uses if they can be relocated. Supports off-site relocation of waste site.
Policy 27	Planning Contributions	Identifies how planning contributions will be secured.
Policy 28	Meanwhile uses	Supports use of temporary planning

		permissions to develop meanwhile uses
Policy 29	Employment and Training	Requires developers to provide opportunities for training and employment during and post construction stage
Policy 30	Digital infrastructure and open innovation	Smart buildings, public realm and monitoring

## **Appendix I: Outline of Supporting Documents**

### Consultation Statement

The Consultation Statement (Appendix C) sets out how Cambridge City Council and South Cambridgeshire District Council have undertaken consultation in preparing the Cambridge Northern Fringe Area Action Plan. It provides an overview on; who was invited to make representations; how they were invited to do so; a summary of the main issues raised by the representations, and how these have been addressed. It also sets out the approach to consultation planned for the upcoming Draft AAP consultation stage. The document is being updated at each stage of the plan making process and is therefore a live document. The full Sustainability Appraisal will be published ahead of the SCDC Scrutiny and Overview Committee on the 9<sup>th</sup> June 2020.

### Joint Equalities Impact Assessment

This Joint Equality Impact Assessment (EqIA), prepared by the Greater Cambridge Shared Planning Service, updates the previous separate Cambridge City Council and South Cambridgeshire District Council versions which were prepared for the Issues and Option consultation in 2019. It has been developed with the input from officers across both Councils to actively inform the AAP and Sustainability Assessment and other evidence documents. The Joint EqIA is attached as Appendix D.

### Sustainability Appraisal

Each stage of the plan making process needs to be accompanied by a Sustainability Appraisal (SA), which assesses the likely environmental, social and economic impacts (both positive and negative) of implementing the policies and proposals being put forward in the draft AAP. The SA informs the plan-making through an iterative process by helping to refine the plan's contents, ensuring we understand the sustainability impacts of proposals, and the reasonable alternatives, and then recommending changes to help mitigate negative impacts or optimise positive benefits. It is an integrated assessment, in that it includes Strategic Environmental Assessment, Equalities Impact Assessment, and Health Impact Assessment. This approach ensures broad consideration of all relevant impacts in the one assessment document. The SA identifies that the policies contained within the draft AAP would result in positive outcomes on each of the sixteen SA objectives.

The Interim Sustainability Appraisal, including Policy and Spatial Assessments and Recommendations, are provided at Appendix E to this report. The recommendations have been considered in the preparation of the Draft NEC AAP. The full Sustainability Appraisal will be published ahead of the SCDC Scrutiny and Overview Committee on the 9<sup>th</sup> June 2020.

## Habitat Regulations Assessment

The Habitat Regulations Assessment (Appendix F) determines whether the draft NEC AAP policies and proposals might adversely affect the protected features of wildlife habitat sites that have international designations. At this stage, the HRA has identified that impacts from air pollution, recreation and water quantity and quality could result in 'likely significant effects' on Devil's Dyke Special Area of Conservation (SAC), Wicken Fen Ramsar and Fenland SAC and further engagement will be required with the Environment Agency and Natural England. Engagement on these issues has been undertaken and subsequently it is likely that no full HRA will be required for the AAP. The HRA is to be published alongside the draft NEC AAP and comments invited upon it.

## Evidence Documents

An extensive evidence base is being prepared to inform the development of the Area Action Plan, including studies and Topic Papers. This covers a wide range of technical subjects and seeks to draw together the cross-cutting themes. The full list of evidence documents which are being prepared to inform the Area Action Plan, their purpose, their status, and whether it is envisaged that they will be published during the public consultation are set out in the table in Appendix J. Evidence documents which are 'completed' or 'in progress' have informed the preparation of the Draft AAP. Documents which are 'to be undertaken' will inform the proposed submission plan.

## APPENDIX J

### NORTH EAST CAMBRIDGE – LIST OF EVIDENCE DOCUMENTS

<b>Evidence / Topic Paper</b>	<b>Purpose</b>	<b>Status</b>	<b>To be published during public consultation</b>
Sustainability Appraisal	Assesses the likely environmental, social and economic impacts (both positive and negative) of implementing the policies and proposals being put forward in the draft AAP.	Can be found in Appendix D	Yes
Habitats Risk Assessment	Determines whether the draft NEC AAP policies and proposals might adversely affect the protected features of wildlife habitat sites that have international designations.	Can be found in Appendix E	Yes
Consultation Statement of Issues and Options Feb 2019	Summarises the responses received from the Issues and Options 2019 consultation.	Can be found in Appendix B	Yes
EQIA	Assesses whether the AAP has a different or adverse effect on some communities compared to others.	Can be found in Appendix C	Yes
Waste Operations Topic Paper	Identifies how household and commercial waste generated from development at North East Cambridge can be managed.	In progress	Yes
Anti-Poverty Strategy Topic Paper	To set out the Councils joint commitments to tackling poverty in the context of the North East Cambridge AAP, including how the development relates to surrounding neighbourhoods.	In progress	Yes
Internalisation Topic Paper	Considers how to maximise internal trips within NEC to reduce the need to travel by private motor vehicle.	In progress	Yes

Transport Study	This builds upon the recommendations of the Ely to Cambridge Transport Study 2018, by exploring the measures required to enable development within NEC and to manage the potential impact of traffic movements on the surrounding road network.	Completed	Yes
Transport Study Addendum	Further transport work to consider traffic movements on King's Hedges Road and any future requirement for control parking zones.	In progress	No
Detailed Transport Options Testing - Milton Road options	To determine whether an at-grade or bridge crossing should be provided to improve east/west movements across Milton Road for pedestrians and cyclists.	In progress	No
Detailed Transport Options Testing - HGV access	To determine a suitable route for HGV's from the Aggregates Railheads onto the highways network.	In progress	No
Smart Infrastructure Topic Paper: Future Mobility	Identifies how NEC can support a new approach to the way people travel to and around the area, utilising the latest technology.	In progress	Yes
Area Flood Risk Assessment	Update to the previous Area Flood Risk Assessment to account for the increase in the AAP area and determine requirements for Sustainable Urban Drainage Systems	Completed	Yes
Habitat Survey and Biodiversity Enhancement Plan	Baseline assessment of on-site habitats and species and recommendations on Biodiversity Net Gain and how this can be achieved.	Completed	Yes
Net Zero Carbon Study	To consider the steps and policies needed to ensure that new development on the area contributes to meeting net zero carbon by 2050.	In progress	No
Climate Change Topic Paper	Sets out the policy context and the need for policies related to climate change mitigation and adaptation in North East Cambridge.	In progress	Yes

Site Wide energy and infrastructure study and energy masterplan	Will consider the energy infrastructure required to support development at NEC and innovative ways in which infrastructure can be delivered to support the transition to a low carbon society.	In progress	No
Development Capacity Study and Methodology	Assesses the development capacity of the site based on the AAP Spatial Framework, Typologies Study and other evidence documents.	In progress	Yes
Community and Culture Facilities Audit and Cultural Placemaking Strategy	Provides an audit of what community facilities and services are currently available in the surrounding area, identifying shortfalls or issues with respect to accessibility or quality. It considers the need for further facilities to support new development in NEC that would benefit the area as a whole.	In progress	Yes
Creative Workspace Study	Provides an audit of existing creative workspaces across Greater Cambridgeshire and identifies future provision.	Completed	Yes
Innovation district paper	Considers how Innovation Districts have developed elsewhere and their social and economic impacts. Also sets out how to	In progress	Yes
Typologies Study	Provides real examples of existing developments from the UK and beyond of the kinds proposed within NEC, including innovative approaches to achieving higher densities and mixed-use. This has been used to inform the proposed densities and development capacities for NEC.	Completed	Yes
Open Space Topic Paper	identifies how the councils have developed a position in relation to the provision of open space to support the AAP, considering existing adopted local plan standards and national and local guidance.	In progress	Yes
Health + Wellbeing Topic Paper	Considers how health and wellbeing can be improved through well designed places and how policies within the AAP can maximise health and wellbeing benefits for future	In progress	Yes

	residents.		
Housing Topic Paper	Sets out the main policies and evidence related to the provision of new homes to be delivered at North East Cambridge and identifies the key issues to be considered when planning for new homes.	In progress	Yes
Education Topic Paper	Identifies the educational requirements for North East Cambridge.	In progress	Yes
Skills, Training + Local Employment Topic paper	Identifies the councils joint commitments to ensuring that there are opportunities to access skills, training and local employment within Cambridgeshire and how current initiatives may have an impact on development at North East Cambridge.	In progress	Yes
Community Safety Topic Paper	Explores the issues of community safety in North East Cambridge and how development should be socially inclusive and safe.	In progress	Yes
Smart Infrastructure Topic Paper: Digital Infrastructure	Identifies how SMART technology such as broadband will support current and future lifestyle and business needs	In progress	Yes
Retail and Commercial Leisure Topic Paper	Identifies retail and commercial leisure baseline.	In progress	Yes
Demographics	Identifies the forecast population demographics for North East Cambridge based on the housing type, tenure and amounts identified in the AAP.	In progress	Yes



Economic Assessment	Provides an assessment of the impact of commercial development at NEC on the wider market and identifies how to overcome barriers to delivering mixed use development.	In progress	Yes
Retail and Commercial Leisure Study	Identifies the retail and commercial leisure requirements for North East Cambridge.	Completed	Yes
Open Space and Sports Pitch Audit and Review	Assessment of the existing open spaces and formal outdoor sports facilities across Greater Cambridge and identify future need.	To be undertaken	No
Swimming Pool Delivery Strategy	Considers swimming pool provision and need within Greater Cambridge and will consider how future provision can be strategically met.	In progress	No
Heritage Impact and Townscape Character Assessment (includes archaeology)	Will consider the impact of taller buildings at NEC on the setting of the city, on designated historic assets and view cones across the city. Townscape assessment to consider the impact of development on the existing adjacent urban area.	To be undertaken	No
Landscape Character and Visual Impact Assessment	Provides an assessment of the impact of different scales and distribution of development across NEC on sensitive landscapes and views, including potential mitigation measures. This has informed the distribution of acceptable development heights that has fed into other studies regarding development typologies and capacity.	Completed	Yes
Environmental Health Topic Paper	Identifies the existing environmental health constraints of the site including air quality, noise, odour, land contamination, ground conditions and lighting.	In progress	Yes
Noise Assessment	An assessment of the impact of noise on the NEC development, with particular focus on the A14.	Completed	Yes

Smart Infrastructure Topic Paper: Environmental Monitoring	Considers how policy can support SMART environmental monitoring using the latest technology.	In progress	Yes
Ground and Groundwater Contamination	An assessment of the existing ground and groundwater contamination within the site, with particular focus on land to the east of Milton Road.	To be undertaken	No
Airport Safeguarding Study	To consider the impacts of tall buildings on the operational requirements of Cambridge Airport.	To be undertaken	No
Infrastructure Development Plan	To assess the infrastructure requirements, costs and known funding relating to the AAP.	To be undertaken	No
Viability Study	To assess the AAP policy and development constraints implications on financial viability.	To be undertaken	No
Commercial Advice and Re-location Strategy (for existing businesses)	Review developer proposals to inform capacity, phasing and trajectories. Also identify how existing businesses can be retained on-site or relocated off-site. Will be required to demonstrate deliverability of the AAP.	To be undertaken	No
Housing/Built for Rent Study	To assess the impact of Built for Rent housing on the NEC development, and in particular the future mix and nature of the community.	To be undertaken	No
Odour Study	Assessment of the odour constraints associated with the existing WTP.	Completed	Yes

## Appendix K: Proposals for Summer Public Consultation

A sub-group of the Community Forum has been established to assist officers in ensuring the consultation content and methods will engage local communities in understanding what is being proposed for the area through the AAP and how they can make their views known. This includes exploring ways of continuing with the consultation during the current Covid 19 situation. Members of the Community Forum support pressing ahead with the consultation as it is not felt that a delay will substantially alter the need to take account of social distancing.

It is also considered that the current Covid 19 situation has also created opportunities – communities are more digitally connected than ever before, new community networks are being established and new channels of local communication and engagement are opening up.

Building on the approach and experience of the recent consultation on the joint Local Plan, officers were already exploring more effective ways to engage and seek feedback than the traditional 'community hall exhibitions'. This proposed to include:

- A digital first approach – putting all content online in an accessible and clear format geared towards smartphones as well as desktop reading;
- Commissioning graphics and video content that would be shareable on social media to spread the word; and
- Thinking carefully about where and how to reach people – going to where people are rather than expecting them to come to us.

Our developing consultation plan includes:

- Lots of shareable video and graphic content including FAQ videos.
- Releasing additional videos at stages through the consultation period.
- Engaging communities with producing content – for example requesting community members to send in their own questions or videos of themselves asking questions.
- Online 'Ask me anything' sessions on platforms such as Facebook Live and others, where community members can have questions answered live by members of the AAP team, as well as webinar type presentations.
- Ensuring community members also receive material through their door – using existing community publications for this may be more effective than a standalone leaflet/flyer. Ensure paper copies of the AAP can easily be requested for those who find online difficult
- Specific material produced for the Gypsy and Traveller community and consideration of appropriate face to face engagement if at all possible.
- Poster and publicity material displayed at key locations, such as supermarkets, and asking the supermarkets to receive representations from individuals where online options are not open to them.
- An agile approach to holding face to face events and presentations, which will enable us to put on events, or participate in events organised by others, at very short notice as opportunities arise, and in line with all relevant social distancing guidance in place at the time.

- Proposing 10 big questions in a survey style presentation of key content so it is accessible and relatable, targeting those that maybe otherwise put off responding to the whole document, that will still provide for meaningful feedback that can influence the future content of the AAP.
- Redesigned user journey to make online commenting much easier.

Our approach to consultation will likely continue to evolve as we learn through this period and will need to remain flexible. Nearer the launch of the consultation period we will be agile to changing circumstances and look to do physical events or drop-ins as opportunities arise, taking account of social distancing.

The above methods are considered capable of providing meaningful and engaging consultation on the draft AAP for most part of the community. However, it is recognised that sectors within the community, such as the Gypsy and Traveller community, may require a more tailored approach, including face to face consultation learning from best practice about how to undertake this within the social distancing guidelines than may be in place at the time.

# Agenda Item 6

<b>Report to:</b>	Joint Local Planning Advisory Group (JLPAG)	2 June 2020
<b>Lead Members:</b>	Lead Cabinet member for Planning (SCDC) Cllr Tumi Hawkins Executive Councillor, Planning and Open Spaces (Cambridge) – Cllr Katie Thornburrow	
<b>Lead Officer:</b>	Stephen Kelly, Joint Director for Planning and Economic Development	

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## Greater Cambridge Local Plan: Issues & Options Feedback and next Steps

### Executive Summary

1. This report seeks to feedback on the Greater Cambridge Local Plan Issues and Options consultation – ‘The First Conversation’. This forms part of the early stages in preparing the next Local Plan for the area, being prepared jointly by Cambridge City Council and South Cambridgeshire District Council.
2. The report provides an overview of the consultation activities, how many people they reached and how many comments were received, confirming that the consultation reached a large number of people. While we are still processing and collating feedback and comments received from the consultation, but this report provides some high level information on some of the key questions asked. It then seeks to explore emerging lessons learned from the consultation, in terms of what went well, and what could be improved for future consultations.
3. The report also sets out the next steps for evidence preparation, including providing an update on the evidence commissioned to support plan making.
4. The report then explores the next steps for the preparation of the Local Plan. It considers:
  - Reasons to review the process and timetable
  - Approach to future plan making stages and engagement
  - Proposed changes to the timetable

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

## **Key Decision**

6. Yes

This is a key decision for both Cambridge City Council and South Cambridgeshire District Council. The Item is included in the Forward Plans for

- Cambridge City Council Planning & Transport Scrutiny Committee 30 June 2020
- South Cambridgeshire Cabinet 29 June 2020

## **Recommendations**

7. The Joint Local Planning Advisory Group (JLPAG) is recommended to:
  - (a) Recommend to the respective Council's decision-making processes that they should:
    - i. Note the report on Initial Feedback from the First Conversation consultation included at Appendix 1
    - ii. Agree additional informal member and stakeholder engagement and Preferred Options stages be added to the Local Plan making process
    - iii. Agree the approach to addressing the Duty to Cooperate included as Appendix 3 to this report, subject to any material changes necessary as a result of consultation with Duty to Cooperate bodies.

## **Reasons for Recommendations**

8. Cambridge City Council and South Cambridgeshire District Council are preparing a joint Greater Cambridge Local Plan.
9. Having considered early results of the Issues & Options consultation and a range of other considerations as set out in this report, it is proposed that a revised process to preparing the Local Plan is necessary and appropriate to enable evidence to be fully developed and to ensure positive and effective engagement with stakeholders and communities as the preferred approach to the new Local Plan is developed.
10. JLPAG members are invited to note the initial findings of the Issues and Options consultation, and to comment on the recommended changes to the stages of plan making and implications for the timetable. Recommendations from JLPAG will be communicated to each Council's separate democratic processes for discussion and formal agreement.

## Details

### Background: The Greater Cambridge Local Plan

11. Through the City Deal with Government in June 2014, Cambridge City Council and South Cambridgeshire District Council committed to develop a joint Local Plan for the Greater Cambridge area.
12. Both councils adopted their current Local Plans in 2018. Both plans include a shared policy commitment to produce a joint Local Plan via an early review of those plans, in particular to update the assessment of housing needs, review the progress of delivering planned developments (in particular the new settlements at Waterbeach and Bourn Airfield), and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers. A Greater Cambridge Local Development Scheme was adopted in October 2018.
13. The engagement process for the new plan started last year with an independent Lessons Learned and Good Practice review, engaging with key stakeholders via structured discussions looking back at the previous Cambridge and South Cambridgeshire Local Plans in terms of processes and outcomes. In addition, in July and September 2019, Greater Cambridge Shared Planning Service held a series of Local Plan workshops across South Cambridgeshire and Cambridge.
14. This early engagement informed preparation on an issues and options public consultation, run for six weeks in January and February 2020. The 'First Conversation' consultation explored important issues that will influence how the Local Plan is developed, giving people the opportunity to inform and shape its direction before it is drafted.

### The First Conversation – Initial findings

15. Through the use of a variety of consultation channels, and using a digital-first approach, the First Conversation consultation reached a large number of people. We are still inputting comments received via email to the database and a full report with in-depth analysis will be made available when this process is complete. Appendix 1 to this report provides an initial overview of the reach of the consultation and the feedback received.
16. A large volume of responses and comments were received from a range of sources, both through the Councils website, via email, social media, and at our roadshow events. In addition, over 300 people attended the Big Debate at the Corn Exchange in Cambridge.

17. The First Conversation included seven 'big themes' grouped into two sets – those which were considered to cover the 'how' of the Local Plan (Climate Change, Biodiversity and Green Spaces, Wellbeing and Inequality and Great Places) and those which were considered to cover the 'what' of the Plan (Jobs, Homes and Infrastructure).
18. On the big themes, the majority of respondents supported the approach. There were a wide range of views on how the themes should be ranked. The where to build question also divided opinion, with densification of existing urban areas coming out as most preferred, but some support for all the choices stated.
19. When the Councils started the plan making process they set out with an aim to put community engagement at the heart of the process. A range of new measures we put in place, and ideas for consultation tested, seeking to take an innovative and engaging approach to consultation. This has widened the reach of the consultation and resulted in a broader level of engagement.
20. Having tried new ways of engaging with people it is important that we consider lessons learned. Appendix 1 includes a review of what worked well, and whether there is still room for improvement. We receive positive feedback on our use of graphic and plain English approach, but some considered we could do more to present often complex information. Our new website attracted a lot of interest, and we are looking at how we can further improve the user journey.
21. We will consider how we can apply these lessons learned to future consultations. This includes for the upcoming North East Cambridge Area Action Plan consultation.

## **Approach to Call for Sites Submissions**

22. The Government requires local planning authorities to conduct a 'call for sites' exercise as a key component of the Strategic Housing and Economic Land Availability Assessment to inform policies in the new Local Plan for housing, employment and other uses. The Councils carried out a 'Call for Sites' consultation in Spring 2019. The opportunity to submit further sites was then included in the 'First Conversation' consultation. The consultation also included an opportunity to submit sites for Green spaces, reflecting that one of our big themes was 'Biodiversity and Green Spaces'.
23. It is planned to publish the full list of sites on the Councils' local plan website in the summer once the new sites received through the First Conversation consultation have been processed.
24. It is important to stress that the site submissions will have no planning status at this stage. They will be subject to assessment of their planning merits and consideration of how well they fit with emerging preferred development strategy in due course before sites proposed to be allocated in the plan are identified for consultation. We will engage with local members, parish councils and residents



associations before the lists are published to ensure a full understanding of how these sites are being considered.

## **Developing the Evidence Base**

25. The Councils are gathering the appropriate level of evidence to inform the preparation of the Local Plan, as required by national policy. The First Conversation consultation included a list of topics where further research would be commissioned. Many studies are commissioned from external consultants who have a particular expertise on a topic or issue. Significant progress has now been made on procuring key studies. A list of the studies, and who will be undertaking them is included in Appendix 2 of this report. This list will also be maintained on the Local Plan website.

## **Reasons to review the process and timetable**

26. The Councils must keep up to date a statement of the statutory development plans they are preparing and the timetable for them. The commitment to preparing the Greater Cambridge Local Plan is included in the Greater Cambridge Local Development Scheme (LDS), which was adopted in October 2018 (with limited update in November 2019 to reflect the actual start date for Issues and Options consultation). It included the timetable and key public stages proposed for the preparation of the Local Plan that has been intended up to now. The document makes clear that the LDS will be updated or reviewed where the need to do so is identified.

27. Since the preparation of the timetable in 2018 a range of issues have arisen which need to be considered when programming the remaining stages of the plan making process:

- The Councils' declaration of a Climate Emergency and Biodiversity Emergency, and the complexity of these issues for plan making;
- Lessons Learned and Good Practice review (September 2019), including the recommendation to front-load the plan making process;
- Experience from the 'First Consultation' consultation and a desire by members for an inclusive and engaging plan making process before the local plan is drafted;
- Findings from other Councils "failed" Local Plan process around the country, and the need to front load and develop a comprehensive evidence base and to ensure that reasonable options have been properly tested and understood before a preferred development strategy is identified (this is not something that can be retrofitted to a plan later in the process so must be properly undertaken in the early stages);
- The increased obligation created by the legal Duty to Cooperate requirements; particularly given the significant role that Greater Cambridge plays in the wider geography, including the Combined Authority area and the OxCam Arc. Also, there is growing evidence of

planning inspectors' approach to testing compliance with the Duty at examinations elsewhere in the country – this legal compliance issue is tested on the first day of the public examination and any shortcomings cannot be addressed retrospectively.

- The publication of the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and the role it sees for Greater Cambridge in the ambitions of the Combined Authority to double GVA in Cambridgeshire and Peterborough;
- The HIF funding announcement for North East Cambridge and implications of the Development Control Order (DCO) process in demonstrating the delivery of this major brownfield site, already allocated for development in the adopted Local Plans 2018.
- Emergence and timing of major infrastructure proposals like CAM and East West Rail and the role these could play in the development strategy for the area;
- New government requirements from the NPPF 2019 for plan making;
- Impact of Covid19 including delays to some evidence base preparation requiring surveys and the postponement of Cambridge City Council elections.

28. All these factors have led officers to the view that a proposed change to the key stages in preparing the new Local Plan and the timetable for that should be put to members for consideration.

### **Changes to the plan making process**

29. The current adopted Local Development Scheme envisaged the next public stage would be consultation on a draft Local Plan (still at the regulation 18 issues and options stage). However, there is a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process, and also reflecting on the changing context above, it is recommended to now include the following additional stages of plan making. This is to ensure there is time to properly develop the robust evidence base, carry out the necessary identification and testing of options and assess their respective impacts, and enable comprehensive engagement in plan making that addresses the complex challenges facing the Cambridge area before the draft Local Plan itself is drafted for consultation.

- **Additional informal Member and stakeholder engagement (Autumn 2020)** – An opportunity to feedback, and seek views on, key findings of the range of evidence that has been commissioned (e.g. Climate change, green infrastructure, water, transport, jobs and homes), the findings of the Sustainability Appraisal of strategic options, and what these mean for the strategy choices available. This would not be a full public consultation but a targeted stakeholder engagement, similar to the one carried out in summer 2019 that helped inform the First Conversation consultation. This would reflect the Councils' desire for engagement and transparency in the process of developing the preferred strategy for the new Local Plan. This stage would include:

- Joint Local Planning Advisory Group meeting in October 2020 to receive a report publishing key findings from the evidence work and testing of options, and the outcomes of the assessment of a range of growth levels and spatial strategy options.
  - Stakeholder engagement workshops in November/December 2020 with a range of stakeholders, including: members, parish councils and residents associations, statutory consultees and key interest groups, landowners, developers and planning agents, and businesses. Duty to cooperate meetings would also take place at this time (see separate section below).
- **Additional stage of Public Consultation on Preferred Options (Summer/Autumn 2021)** - an additional stage is proposed to enable public consultation on the emerging preferred approach to be taken by the Local Plan to key strategic issues, and for those views to be considered before detailed policies are drafted. It would include an explanation of the options tested and how they have been assessed to identify proposed preferred options. It will allow the emerging preferred approach to be tested with the public and wider interests prior to confirming the preferred strategy for the new Local Plan and the drafting of detailed policy wording in a full draft Local Plan. The Preferred Options would include:
    - proposed levels of development of jobs and homes
    - the preferred spatial development strategy
    - specific site allocations
    - the preferred approach for key policy topics for the plan (potentially those that will be defined as the strategic policies in the plan) such as climate change targets and requirements on development to address climate impacts, affordable housing thresholds, approach to development in villages, etc.
    - Other options considered but not taken forward and reasons why they are proposed to be rejected.

### **Relationship with North East Cambridge**

30. As well as the Local Plan, the Councils are jointly preparing an Area Action Plan for North East Cambridge (see separate report on this agenda). The timing of the AAP has the potential to impact on the timetable for the later stages of the Local Plan preparation process, depending on the strategy of the Local Plan. This is explored in detail in the separate report to this meeting on the Local Development Scheme and the implications are also addressed in the timetable section below. If the process for both plans is aligned for later stages, there is also the potential for the Councils to keep under review whether it is appropriate to merge the AAP into the Local Plan at the Proposed Submission stage, if that is the most appropriate thing to do at that point in time in terms of timescale, resources and budget.

### **Relationship with Major Infrastructure Projects**

31. The Councils' aim remains to respond constructively to the opportunities that the Greater Cambridge area offers and to deliver a robust plan which responds to these issues, as well as the other big themes raised in the First Consultation,

such as responding to climate change. The issues facing the Greater Cambridge area are particularly complex, including a number of major infrastructure proposals being developed by other organisations that could provide significant opportunities for the area.

32. Government messaging regarding substantial growth in the East West Rail corridor will require consideration of the growth agenda in the LP process. Under the current timetable for East West Rail, the preferred station location may not be known until after Local Plan Preferred Options decision on site allocations (summer 2021), but we expect to know the options being considered. The East West Rail DCO is currently expected to be submitted for examination before the GCLP Proposed Submission consultation with the outcome to be known before Local Plan adoption. The East West Rail company expect the new railway to be operational by 2030. This project will need to be kept under review in terms of the impact on the Local Plan strategy.
33. Based on the Strategic Outline Business Case the Cambridge Autonomous Metro will reach, subject to approvals and funding, a Full Business Case in mid-2022, and the outcome of a transport and works act application by mid 2023.

#### **Impact of COVID19 on the plan preparation timetable**

34. Whilst the planning department is taking steps to minimise the impact on service delivery, there are aspects of local plan preparation that will be affected. Most of the evidence preparation can continue, but certain projects will be directly impacted. For example, an update of the Gypsy and Traveller Accommodation Needs Assessment has been jointly commissioned with other councils in the area, but due to the need to carry out face to face household surveys, the project has been delayed. There will also be a need to keep under review the need to update some evidence document to take account of the impacts of Covid-19. This will be done at an appropriate point to inform key stages in plan making whilst learning from the actual impacts of Covid-19.
35. Other aspects of plan making could be impacted. For example, the Duty to Cooperate requires us to work with a range of stakeholders and neighbouring districts. This was planned to have been done with workshops and face to face meetings starting over the summer. Looking further ahead, more general stakeholder engagement and public consultation could be affected. Councils are already adapting to different ways of continuing with formal meetings and wider engagement.
36. The impacts of COVID19 are changing on an almost daily basis. It is difficult at this stage to be certain on the full implications for the plan making timetable and it will be kept under close review and if necessary the need for any further updates to the timetable would be brought back to members for consideration.

#### **Proposed revised Local Plan timetable**

37. The current LDS needs to be updated now, but the programme for the later stages of plan making needs to reflect the current complexity in an appropriate

way. At this time it is considered there could be two scenarios for the way the latter stages of plan preparation could take place:

- Option 1 - Local Plan runs ahead of the North East Cambridge Area Action Plan

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that did not include reliance on the NEC site or which could allow for the AAP to follow on without undermining the soundness of the Local Plan, there would be potential to progress the Local Plan to the Proposed Submission stage in Spring 2023 (or sooner if practicable). The plan would be Submitted in Autumn 2023, followed by public examination. The timing of the examination is in the hands of the independent Inspector. This alternative scenario could achieve an overall timescale that is 6 months or more quicker than option 2.

- Option 2 – Align the Local Plan and the North East Cambridge AAP processes

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the WTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge. This would mean that Proposed Submission publication of both plans would take place in Autumn/Winter 2023, and submission for Examination in Spring 2024 (based on the current DCO timetable). The timing of the remainder of the Local Plan process is in the hands of the Inspector.

38. The timing of the Proposed Submission stage and beyond will be kept under close review and refined when there is greater certainty over the timetable. A separate report on this agenda deals with a formal update to the published Local Development Scheme to give effect to this updated process and timetable.

## **Duty to Cooperate**

39. By law the Councils are required to engage effectively and on an ongoing basis with a range of authorities and statutory bodies under the Duty to Cooperate. To demonstrate this effective and ongoing engagement, the National Planning Policy Framework (NPPF) requires the Councils to produce a Statement of Common Ground with relevant parties at key stages in the Local Plan process.

40. A proposed approach to meeting the Duty to Cooperate has been prepared and is attached as Appendix 4. It proposes that engagement on the duty to cooperate should include:

- Letters to the Duty to Cooperate bodies seeking views on the proposed approach to be taken to the duty to cooperate, including confirming the strategic cross-boundary matters relevant to Greater Cambridge
- Initial bilateral officer level duty to cooperate meetings with neighbouring councils and the three key statutory bodies (Environment Agency, Historic England and Natural England) to establish relationships, and to begin more detailed substantive discussion of the relevant strategic matters
- A Duty to Cooperate roundtable forum to be established to meet at key stages in the process involving all the proposed signatories and key statutory bodies to discuss duty to cooperate issues in the round, with an officer meeting immediately followed by a member meeting. This reflects advice from the author of the PAS Local Plan Toolkit. The first of these meetings is proposed to be held in Summer 2020, once we have reported the consultation responses to Members in June and updated the LDS. A second forum could be held alongside the stakeholder engagement in Autumn 2020 on the evidence and options.
- Further bilateral meetings with relevant bodies if required to address substantive strategic cross-boundary matters on an ongoing basis, to include lead Member meetings as appropriate.

41. It is proposed that the Statement of Common Ground will be a single overarching document covering all strategic matters, with duty to cooperate bodies signing up only to sections relevant to them. At all points in the process there is the potential that if discussion of specific strategic matters become complex there would be scope for appending additional topic-specific Statements of Common Ground with relevant parties.

## Options

42. JLPAG members may decide to:

- a) Recommend to the respective Local Planning Authorities that they should agree to the changes proposed to the plan making stages, and revisions to the timetable, and /or the approach to the Duty to Cooperate, without any amendments; or
- b) Recommend to the respective Local Planning Authorities that they should agree to changes proposed to the plan making stages, and revisions to the timetable, and /or the approach to the Duty to Cooperate, incorporating amendments agreed in discussion at JLPAG; or
- c) Recommend to the respective Local Planning Authorities that they should not agree to changes proposed to the plan making stages, and revisions to the timetable, and / or the approach to the Duty to Cooperate.

## Implications

43. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

### **Financial**

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

### **Legal**

45. The review of the Local Plan process has been prepared with a view to ensure a legally compliant plan that is capable of being found sound at examination.

### **Staffing**

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

### **Risks/Opportunities**

47. The Local Plan is a key corporate priority and will be monitored against the timetable to be set out in the updated Local Development Scheme (see separate report on this agenda).

### **Equality and Diversity**

48. Equalities Impact Assessment was carried out on the First Conversation consultation and can be viewed on the Local Plan website. For future plan making stages this will be updated.

### **Climate Change**

49. The Local Plan provides an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal as the plan is prepared. One of the big themes for the plan identified in 'The First Conversation' is climate change. Evidence has been produced to inform the plan, including a study on how the plan can assist with the journey towards net zero carbon.

### **Consultation responses**

50. None.

## **Background Papers**

Documents related to the Greater Cambridge Local Plan Issues and Options 2020: The First Conversation are available to view on the Local Plan webpage at:  
[www.greatercambridgeplanning.org](http://www.greatercambridgeplanning.org)

Greater Cambridge Local Plan: Lessons Learned and Good Practice – published on the following committee agendas:

[South Cambridgeshire Cabinet 6 November 2019](#)

[Cambridge Planning and Transport Scrutiny Committee 7 November 2019](#)

## **Appendices**

Appendix 1 - The First Conversation – Initial Feedback from the Consultation

Appendix 2 - Greater Cambridge Local Plan – Supporting Evidence Update

Appendix 3 - Duty to Cooperate - Proposed Approach

## **Report Author:**

Jonathan Dixon - Planning Policy Manager

Telephone: 07514 925952

Caroline Hunt – Strategy and Economy Manager

Telephone: 07849 824745



## **Appendix 1**

### **The First Conversation – Initial Feedback from the Consultation**

#### **Introduction**

1. On Monday 24 February 2020 a six week consultation ended on the [Greater Cambridge Local Plan – The First Conversation](#). We asked about the kind of place we want Greater Cambridge to be in the future. It explored the ‘big themes’ – climate change, biodiversity, social inclusion and great places - that will influence how homes, jobs and infrastructure are planned, and where growth might go.
2. The First Conversation explored important issues that will influence how the Local Plan is developed, giving people the opportunity to inform and shape the direction of the Local Plan before it is drafted.
3. This paper is an initial overview of the reach and findings of the Issues and Options consultation based on interim analysis. We are still inputting comments received via email to the database and a full report with in-depth analysis will be made available, along with the datasets, when this process is complete.

#### **Reach and success of consultation methods**

4. The First Conversation consultation reached far more people than ever before. We are still compiling final verified statistics but at this stage we estimate that:
  - Over 300,000 people saw a social media post about the Local Plan
  - Our specially commissioned videos about the Local Plan had over 396,964 views across social media platforms including Youtube, Facebook and Instagram.
  - We had nearly 5,000 unique visitors to the Local Plan webpages during the consultation period, who spent an average of 4 minutes exploring the website. In total we achieved over 32,000 unique pageviews<sup>1</sup> of the website content.

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<sup>1</sup> Unique pageviews counts a unique user visiting a specific page. The user may visit that page more than once, but the additional visits are not counted.

- We reached over 6,000 people through our pop-up ‘roadshow’ events, and many more were reached through other meetings and briefings, including two events for the Gypsy and Traveller community, presentations to residents associations and parish councils, and to other stakeholder groups.
  - 300 people attended the Big Debate at the Corn Exchange in Cambridge.
5. At this stage, we estimate that the following numbers of representations have been received:
- Around 1000 comments via the Local Plan website (each comment is a single answer to a single question, one respondent may answer many questions)
  - Around 3,000 comments submitted via email (a comment is a single answer to a single question, one respondent may answer many questions.)
  - Around 2,800 comments submitted through our Opus 2 Consult system by registered users, mainly planning agents. Agents acting for different clients have frequently submitted identical wording several times as a response to a question. This is not unusual and it is worth noting that weight of numbers alone does not determine the weight ascribed to a particular view expressed.
  - 266 detailed comments taken down at the roadshow events.
  - Over 350 comments on social media.
  - Around 200 new sites submitted through the Call for Sites questions as part of the consultation – this will be added to the sites submitted earlier in the process, which total around 550.
6. We also measured the diversity of our respondents, through a voluntary survey to collect demographic data. This shows that we reached a good representation from protected characteristics, including 12% reporting mixed or non-white ethnic backgrounds, and particularly a disproportionately high number of people who reported either physical or mental health conditions – 22%. This confirms what is already widely understood, that digital engagement is more inclusive of those who have differing physical and mental needs as it can be accessed in their own time and space, and using different technologies (e.g. screen readers) to suit

individual requirements. It is, however, worth noting that this is a relatively small sample size, of 193 respondents, as the survey was voluntary. We will be using this as a baseline to measure further engagement against.

### **Initial findings from feedback**

7. The following feedback is based on analysis of the approx. 1000 comments received via the Local Plan website, and an initial overview of the comments received via the Opus 2 consult system and via email, although this analysis is not yet complete.

### **The Big Themes**

8. The framework for the First Conversation included seven 'big themes' grouped into two sets – those which were considered to cover the 'how' of the Local Plan (Climate Change, Biodiversity and Green Spaces, Wellbeing and Inequality and Great Places) and those which were considered to cover the 'what' of the Plan (Jobs, Homes and Infrastructure).
9. Overall among the themes, more people visited the webpages for Infrastructure than any of the other six themes – by a substantial margin. The second most visited theme was Homes, followed by Climate Change. The least visited page was Great Places, with less than half the number of pageviews compared to Infrastructure. This is reflected in the much higher number of responses to questions in the Infrastructure section placed across all platforms, than to questions in the other 'big themes' sections. It is clear from the responses, that primarily the 'infrastructure' that respondents were seeking information about, and to comment on, was transport infrastructure.
10. We asked respondents whether they agreed with the proposed seven big themes for the plan. This was broadly supported, with over two thirds of respondents on the 'agree' side and one third on the 'disagree' side of the response scale. There was little difference in the range of responses received via the website, and via Opus 2 Consult and email.

11. We asked respondents how they would rank the themes in the first group. Views were very varied. Across all kinds of comment, answers ranked Climate Change top, followed by Wellbeing and Social Inclusion, Biodiversity and Green Spaces and Great Places. However, website comments [a small number of the total for this question] favoured Great Places and Biodiversity and Green Spaces, with Climate Change dividing opinion. Comments via email and Opus 2 Consult very strongly favoured Climate Change, and strongly disfavoured Great Places.
12. There were several comments which disagreed with the way the themes had been grouped, and felt that housing, jobs and infrastructure were not qualitatively different from climate change, biodiversity and green spaces, wellbeing and social inclusion, and great places. These comments suggested that the opportunity should have been given to rank all seven in terms of priority so that those who considered that jobs, homes or infrastructure were a priority over the other themes, could have expressed this view. Several comments also stated that the themes clearly overlapped a great deal so prioritising them was not possible.

### **Where to Build**

13. We asked respondents to tell us their preferences for where new development should be located. Densification of existing urban areas was ranked most highly – twice as many people ranked it as their top preference, compared to the next most popular option, which was Public Transport Corridors. Overall, if a first or second place ranking is taken as indicative of a preference, the order of preference was:
- Densification (27%)
  - Public transport corridors (20%)
  - Edge of Cambridge – not in green belt (19%)
  - Dispersal – Villages (14%)
  - Edge of Cambridge – in greenbelt and Dispersal – new settlements (both 10%)

14. Respondents felt as strongly about where they did not want to see new development as where they would like to see it – many options saw more respondents ranking them 6<sup>th</sup>, than ranked them first, indicating that respondents might be unsure about their preferred option but felt strongly about their least preferred. Dispersal – New Settlements was ranked 6<sup>th</sup> most often, with Dispersal – Villages as the second least preferred.
15. Many agents and statutory consultees commented that a blend of the different locations for growth will be required to meet the level of housing growth anticipated, and for that to be achievable under the tests for housing delivery. Comments also highlighted that public transport would be a key consideration for any sites for growth.
16. Comments around villages were strongly polarised, with some respondents strongly in favour of sustainable growth in rural areas, while others objected strongly to any dispersal of growth outside the city and city fringe areas. Several respondents raised the lack of facilities, including transport links, into villages, and noted that some sustainable growth could help support and provide these services.
17. New settlements also divided opinion, with some commenting that the length of time they take to build out, and the quality of place that was created, did not result in a sustainable community but made residents car-dependent.
18. Comments on the Green Belt were very varied. While overall, views from members of the public and community groups appear to view Green Belt release negatively, this was not universal and some members of the public were strongly in favour due to sustainability arguments, if locations with good sustainable transport accessibility was chosen. Overall, across all responses, Green Belt release which provided a more sustainable development option by reducing travel distance, helping to reduce climate impacts (question 37) was in fact supported. Several responses stated that if Green Belt release was to take place, new areas should be incorporated into the Green Belt to compensate, or that green corridors into the city centre should be retained.

## **Other key questions**

19. We asked respondents to tell us if we had chosen the right proposed end date for the new Local Plan. This was well supported by respondents via the website, of whom 70% responded 'agree' and a further 12% 'strongly agree'. Of responses via email and the Opus system, responses were more mixed, although on balance, more agreed with the end date than disagreed. Overall, 48% of respondents either 'agreed' or 'strongly agreed' with the end date, 28% either 'disagreed' or 'strongly disagreed' and 10% neither agreed nor disagreed.
20. We asked respondents how important they felt continuing economic growth was to the Local Plan. Respondents via both the website and Opus 2 consult answered that strongly that it was important – nearly 60% responded 'very important' and a further 14% that 'somewhat important'. However, this is interesting as many written comments throughout the consultation questions raised questions around whether growth was desirable. These respondents perceived an inherent contradiction between continuing growth, reaching net zero carbon, wellbeing of residents, or preserving the character and landscapes of the area, or all three. The perception that the city is already 'choked' and could take no more growth, was expressed. Some respondents felt that the 'standard method' for calculating the housing growth required, should be challenged. Some comments stated that wellbeing, including mental health and happiness, was a priority above growth, while others expressed the view that economic growth was the means to raise quality of life.

## **Key emerging issues**

21. Climate change and the net zero carbon target are clearly seen as highly challenging and also contentious. Some comments expressed the view that meeting the net zero carbon was fundamentally incompatible with continued growth, and that the 'existential threat' of climate change should be the overriding priority to address. Others expressed the view that prosperity could only be assured by addressing climate change.
22. Transport is clearly a very high priority and concern. The need for public transport improvements and a reduction in road congestion was raised in many comments.

Cycling infrastructure also attracted a lot of comments, asking for the protection existing cycle routes and extending the cycle network. While the Councils are not the transport planning authority, this highlights the need for a clear and coherent transport plan for Greater Cambridge which can, from the perspective of our communities, be fully joined up with the emerging Local Plan.

### **Lessons Learned for Future Consultations**

23. The consultation showed that with the right approach we can achieve much wider reach and a broader level of engagement than we have done historically. Investment in social media promotion was clearly useful and we received positive feedback on the plain English approach and quality of graphic and online presentation, as well as some criticism that it was still too complex and difficult to understand. It is clear that there is a huge appetite from communities and stakeholders to engage and participate in shaping the Local Plan. Some comments were received that the six week consultation period was too short for everyone to be able to absorb the information and participate. In the future, to maximise participation, where practicable it may be possible to consider a longer period, and to do even more pre-publicity and communications in the lead-up to the formal start of consultation.
24. We experimented with the format of questions and how easy it was to submit responses. We have not completed a full analysis yet but it appears that providing an easier 'user journey' did result in more responses being submitted, but there was still some criticism that the process of commenting could be easier, and that there were too many questions to answer. We are learning from this for the upcoming North East Cambridge Area Action Plan consultation, working with our IT providers, to develop a more seamless 'user journey' within their system and a shorter list of ten key questions that we aim to be easy to answer.
25. We would like to encourage as many representations as possible to be submitted online. Whilst we cannot refuse representations that do not follow a particular format or use the web based systems, we need to continue to encourage some planning agents who submit large volumes of material to make their submissions

easier to process. Receipt of this material by email is time consuming and resource intensive. We will raise the issue at a future agents forum.

26. We received positive feedback on the roadshow and Big Debate as well as some comments that the 'traditional' format of drop-in exhibitions was missed. We have learnt which venues for pop-ups are most successful and where we could have done more in certain geographic areas.

27. The team's view is that the wide reach and signposting to the online content did attract a more diverse range of respondents, and online content is more accessible to users with varying physical and mental conditions. We can build on this through using other new tools such as Facebook Live, webinars, more video content and more outreach through channels of communication run by community groups, particularly as a level of social distancing looks to be normal for a significantly longer period. This presents some challenges in terms of monitoring and data gathering as well as meeting statutory requirements to evidence that comments have been sought and received from the groups required under the regulations. We are working on methods and messaging to assist with this.

28. However in broadening reach and aspirations for our engagement across our communities we must be aware that comments were also received about consultation fatigue and confusion between the many different consultations ongoing across different statutory authorities in the area. Respondents who were not professional agents or representatives of statutory bodies, evidenced some confusion and lack of understanding about the statutory context for the Local Plan – not surprising given the complex nature of local government in the region. In particular, there was evidence of confusion between the Greater Cambridge Partnership and the Greater Cambridge Local Plan. It is also clear that some respondents do not understand which authority manages which area of responsibility, for example transport, education or health planning.

29. It is challenging to respond both to the demand for more and better quality information and opportunities to comment, alongside mitigating consultation fatigue when the many issues and schemes being consulted on are each very complex and interrelated. Increasing the broad understanding of planning issues



in the community through clear information and education about how planning works, and seeking deeper engagement from a smaller number of representatives from the wider community through focus groups and similar, could address this somewhat and are issues we are considering in our wider programme of community engagement around the Local Plan and other planning frameworks.

#### Next Steps

30. We are preparing a full analysis of all the representations, both quantitatively and qualitatively. This will include a summary report, with graphics to visually represent findings, alongside a full analytical report, for publication along with the background information that support them. This will be available to support the stakeholder engagement planned in Autumn 2020, will be published on our website, and we will notify those who requested to be kept informed of local plan stages. We will also be publicising this via social media.

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## Appendix 2

# Greater Cambridge Local Plan – Supporting Evidence Update

As at 13 May 2020

**Evidence work commissioned: Format is ‘Study Name (Supplier)’**

- Sustainability Appraisal (Land Use Consultants)
- Habitats Regulations Assessment (Land Use Consultants)
- Zero Carbon Study (BioRegional)
- Employment Land Review (GL Hearn)
- Housing needs of specific groups (GL Hearn) (Jointly with other Cambridgeshire Authorities)
- Build to Rent Research (Savills / Arc4)
- Green Infrastructure Strategy (Land Use Consultants)
- Infrastructure Delivery Plan (Stantec)
- Viability Study (Aspinall Verde)
- Transport evidence baseline and Modelling (Cambridgeshire County Council)
- Strategic Flood Risk Assessment & Water Cycle Study (Stantec + Independent academic reviewer)
- Gypsies & Travellers Accommodation Needs Assessment Update (RRR) (Jointly with other Cambridgeshire Authorities)
- Retail & leisure evidence (Urban Shape)
- Housing and economic land availability assessment (HELAA) (Internal)
- Greater Cambridge Green Belt Review (LUC)
- Greater Cambridge Housing Numbers (GL Hearn)

- Greater Cambridge Landscape Assessment (Chris Blandford Associates)

**General on-going advice commissioned**

- Legal soundings (Douglas Edwards QC & Alexander Greaves)
- Plan making good practice advice (DAC Planning)

# Appendix 3

## Greater Cambridge Local Plan: Duty to Cooperate & Statement of Common Ground proposed approach - For Consultation

May 2020

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# 1. Introduction

The duty to co-operate in relation to planning for sustainable development was created in the Localism Act 2011 and amends the Planning and Compulsory Purchase Act 2004 accordingly. It places a legal duty on local planning authorities, county councils and other prescribed bodies to co-operate with each other to address strategic cross-boundary matters relevant to their areas. The duty requires on-going constructive and active engagement on the preparation of Local Plans and other activities relating to sustainable development and use of land. At Local Plan examination, the statutory duty to cooperate is considered by the Local Plan inspector as a standalone test separate to consideration of the soundness of the Plan.

Paragraphs 24-27 of the National Planning Policy Framework, and supporting guidance in [Planning Practice Guidance](#), set out requirements relating to maintaining effective cooperation. Plan-making activities addressing these points will help demonstrate that the statutory duty to cooperate has been fulfilled, but they are primarily national policy requirements, tested by the Local Plan inspector in relation to the soundness of a plan. Requirements include:

- The need for strategic policy-making authorities to identify the relevant strategic matters which need to be addressed in plans;
- The need for strategic policy-making authorities to collaborate with other strategic policy-making authorities, and to engage with other relevant bodies<sup>1</sup>;
- Effective and on-going joint working to produce a positively prepared and justified strategy;

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<sup>1</sup> The NPPF lists the following as relevant bodies: Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected Mayors and combined authorities (in cases where Mayors or combined authorities do not have plan-making powers). Note that engagement between local planning authorities and neighbourhood planning bodies is not covered by the duty to cooperate.

- Joint working should help to determine whether additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere; and
- The need to prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these (these should be made publicly available throughout the plan-making process to provide transparency).

This document sets out the proposed approach to addressing the duty to cooperate for the Greater Cambridge Local Plan. This includes the following key points:

- Strategic cross-boundary matters relevant to Greater Cambridge
- Relevant Duty to Cooperate local authorities and prescribed bodies
- Duty to cooperate engagement
- Documenting the Duty to Cooperate
- Proposed approach to a Statement of Common Ground, including:
  - Strategic geography
  - Parties
  - Strategic matters
  - Governance arrangements
  - Timetable for agreement, review and update

We are seeking your organisation's views on the proposed approach set out here. Questions are included at the end of each section.

## **2. Strategic cross-boundary matters**

This section sets out the topics that are considered to be strategic cross-boundary matters relevant to Greater Cambridge at this stage in the plan-making process. Clearly at this point the list is not definitive and is likely to evolve as the plan progresses; we are seeking your views on what issues need substantive discussion. In particular the full review of responses to the Greater Cambridge Local Plan: First Conversation consultation has yet to be completed, and may inform amendments to the below list.

To inform the topics identified below, an assessment has been completed of all the strategic policies identified in the NPPF, together with commentary on why this topic might or might not constitute a strategic cross-boundary matter (as determined by legislation) relevant to Greater Cambridge. This assessment is set out at Appendix 1.

## **2.1 Strategy: pattern and scale of growth, including housing need and employment**

### **2.1.1 Why a strategic cross-boundary matter?**

National planning policy explicitly identifies the meeting of development needs as a strategic matter to be addressed in the Statement of Common Ground. In addition, choices about a potential spatial strategy to meet such needs may have implications for neighbouring areas.

Further to this, ambitions for the Oxford-Milton Keynes-Cambridge Arc (OxCam Arc), including the government's [plans for housing and planning](#) following the announcements in the 2020 Budget, provide a further rationale for considering development strategy issues beyond the boundaries of Greater Cambridge.

### **2.1.2 Evidence**

An Employment Land Review is ongoing in 2020 to assess potential future employment needs and supply, including taking into account recent fast growth highlighted in the Cambridgeshire & Peterborough Independent Economic Review. This work feeds into an assessment of housing growth, which considers minimum housing need using the standard methodology, as well as any case for a higher number having regard to potential economic-led housing demand.

### **2.1.3 Proposed engagement**

The Local Planning Authorities will discuss the implications of potential employment and housing growth levels and strategy choices with duty to cooperate partners following completion of the work outlined above. Equally, the Local Planning



Authorities want to understand at an early stage whether neighbouring authorities are likely to need to ask Greater Cambridge to take any unmet housing or employment needs.

Beyond the above, consideration of the Cambridge Green Belt under the new Local Plan will create an additional specific need for the Greater Cambridge authorities to discuss development needs with neighbours, on an in-principle basis, under the duty to cooperate. Testing of strategic options for the new Local Plan will need to include consideration of the role that land in the Cambridge Green Belt could play in a sustainable development strategy. A particular consideration is whether any exceptional circumstances exist that would necessitate a review of the defined Green Belt boundaries as part of the strategy for the new Local Plan. Therefore, in line with paragraph 137 of the NPPF, and without prejudging the outcome of the testing of reasonable options, at an early stage in the plan-making process the authorities will start engagement with neighbouring authorities to seek their in-principle view on taking any unmet needs from Greater Cambridge, in order to inform consideration of any amendments to the Green Belt.

In relation to the OxCam Arc, given the wide geography and related distributed nature of responsibilities it is somewhat challenging to identify and engage with relevant stakeholders for this theme who would be able to provide input to Greater Cambridge duty to cooperate issues from an OxCam Arc-wide perspective, or else to identify an appropriate forum to discuss such issues. Given these challenges it is proposed to engage with neighbouring and nearby authorities within the Arc, but not to seek to engage more widely with the Arc as a whole.

## **2.2 Gypsy & Traveller accommodation needs**

### **2.2.1 Why a strategic cross-boundary matter?**

By definition, Gypsy & Traveller accommodation needs are a strategic matter crossing administrative boundaries.

## **2.2.2 Evidence**

Cambridge and South Cambridgeshire are partners in a joint Gypsy & Traveller Accommodation Needs Assessment (GTANA) being undertaken for Cambridgeshire & Peterborough in 2020<sup>2</sup>.

## **2.2.3 Proposed engagement**

Any duty to cooperate issues arising through the GTANA work will be discussed via duty to cooperate meetings with neighbouring authorities, following the completion of the study.

## **2.3 Transport**

### **2.3.1 Why a strategic cross-boundary matter?**

The scale of the Cambridge Travel to Work Area and congestion on rail and road routes within and crossing the boundaries of Greater Cambridge make transport a strategic cross-boundary issue. Further to this, there are also a number of strategic transport infrastructure projects proposed in the area which will cross the boundaries of Greater Cambridge, including East West Rail, Cambridgeshire Autonomous Metro, as well as transport studies in development such as the Royston to Granta Park study.

### **2.3.2 Evidence**

The Councils are fulfilling their duty to cooperate role in part as active partners to the development of transport evidence studies, strategies, and infrastructure projects and that go beyond the boundaries of Greater Cambridge, including the following among others:

- Cambridgeshire & Peterborough Local Transport Plan (working with Cambridgeshire & Peterborough Combined Authority, and the other Cambridgeshire authorities)

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<sup>2</sup> N.B. Progress on this study will be significantly delayed by the social distancing guidelines associated with the Covid-19 epidemic. Revised timings have yet to be confirmed.

- A428 Black Cat to Caxton Gibbet Road Improvement Scheme (working with Highways England, Cambridgeshire & Peterborough Combined Authority, Cambridgeshire County Council, Huntingdonshire District Council and Central Bedfordshire Council)
- East West Rail Central Section proposals (working with East West Rail Company, East West Rail Consortium, Cambridgeshire & Peterborough Combined Authority, Cambridgeshire County Council, Huntingdonshire District Council and Central Bedfordshire Council and Bedford Borough Council)
- East West Rail Eastern Section project (working with Cambridgeshire County Council and local authority partners in Norfolk and Suffolk)
- Cambridgeshire Autonomous Metro (CAM) (working with Cambridgeshire & Peterborough Combined Authority, Greater Cambridge Partnership, and neighbouring authorities affected by the proposed routes). Greater Cambridge Partnership transport corridor schemes form phase 1 of the CAM. These schemes don't cross local authority boundaries themselves, but have implications for neighbours in terms of influencing future travel patterns, and in terms of the extent to which the selected phase 1 routes influence the choices over phase 2 CAM routes, which will cross into neighbouring districts.
- Royston to Granta Park Strategic Transport Study (working with Cambridgeshire & Peterborough Combined Authority, Cambridgeshire County Council, Uttlesford District Council, Essex County Council, Hertfordshire County Council, North Hertfordshire District Council and Highways England).

More details can be found within the [Greater Cambridge Local Plan Issues & Options Infrastructure section](#).

The Councils are preparing a specific transport evidence base to support the Local Plan, which will model the impacts of potential strategy options. The Cambridge Sub-Regional Model (CSRМ) used to do this will incorporate assumptions that are consistent with those used for other projects and for neighbouring areas, as far as is reasonably possible.

### **2.3.3 Proposed engagement**

A steering group for the Local Plan transport evidence base includes the Highways Authority, Transport Authority, and Greater Cambridge Partnership – the body delivering the current transport infrastructure programme within Greater Cambridge, to ensure relevant connections are made. Engagement on this topic with neighbouring local authorities will also be made as issues arise.

The Councils will continue to engage directly with neighbours and relevant partners on the other projects listed above, feeding in relevant emerging evidence from the Local Plan transport evidence to ensure coherent input is provided from the Cambridgeshire area, and to ensure that a coherent transport strategy is produced for Greater Cambridge.

## **2.4 Wildlife habitats, green infrastructure and landscape**

### **2.4.1 Why a strategic cross-boundary matter?**

Clearly wildlife and the natural environment do not respect administrative boundaries. It is therefore important to consider how matters relating to wildlife habitats, green infrastructure and landscape will be effectively planned for across administrative boundaries.

### **2.4.2 Evidence**

A green infrastructure evidence base is being prepared in 2020, with its scope informed by discussion with Natural England and the Environment Agency. In addition, there are a number of natural environment projects being prepared by partners in the area, such as the Future Parks Accelerator and OxCam Local Natural Capital Plan. A Landscape Character Assessment is also being procured, which will inform the green infrastructure work.

### **2.4.3 Proposed engagement**

The Local Planning Authorities will engage with the relevant statutory bodies, the Local Nature Partnership, neighbouring authorities and partners leading relevant natural environment projects as appropriate to ensure a coherent approach to

habitats, green infrastructure and landscape within and outside Greater Cambridge, including through specific duty to cooperate meetings and by involving these parties in the process of preparing the evidence base.

## **2.5 Water, including supply, quality, wastewater and flood risk**

### **2.5.1 Why a strategic cross-boundary matter?**

Water issues are shaped by river basins which cross boundaries. Greater Cambridge is in a water stressed area with low levels of rainfall. A particular challenge currently is the ecological impact of water abstraction, including from development, on the chalk streams that supply the River Cam.

### **2.5.2 Evidence**

An integrated Water Cycle Study and Strategic Flood Risk Assessment will commence in spring 2020 to support the joint Local Plan. The Water Cycle Study includes a specific element on exploring the impact of water abstraction.

### **2.5.3 Proposed engagement**

The Local Planning Authorities will engage with the relevant statutory bodies, water companies, neighbouring authorities and other relevant partners to ensure a coherent approach to water issues within and outside Greater Cambridge, including involving these parties in the process of preparing the evidence base, engaging with those partners' own programmes, and through specific duty to cooperate meetings.

## **2.6 Energy, carbon offsetting and renewable energy generation.**

### **2.6.1 Why a strategic cross-boundary matter?**

The current electricity grid infrastructure affects supply across administrative boundaries. Equally, carbon offsetting might best be done at a wider than Greater Cambridge level, on the basis that there may be better opportunities to offset if considered over a wider area.

## **2.6.2 Evidence**

The Greater Cambridge Partnership has undertaken recent evidence on electricity demand in the area. Further evidence on this will be gathered as part of the Greater Cambridge Infrastructure Delivery Plan. A Zero Carbon evidence base is being progressed in 2020, which will consider offsetting opportunities. In addition, green infrastructure opportunity areas identified through the Green Infrastructure evidence base may also provide carbon offsetting opportunities.

## **2.6.3 Proposed engagement**

The Local Planning Authorities will engage with the energy providers, neighbouring authorities and other relevant partners to ensure a coherent approach to energy and carbon issues within and outside Greater Cambridge, including involving these parties in the process of preparing the identified evidence base and through specific duty to cooperate meetings where appropriate.

## **2.7 Social, health and community infrastructure**

### **2.7.1 Why a strategic cross-boundary matter?**

Cambridge plays a sub-regional and regional role in terms of social, health and community infrastructure provision, as follows:

- Education provision – further education colleges in Cambridge attract students from a wide area beyond the boundaries of Greater Cambridge
- Health – Located at the Cambridge Biomedical Campus in South West Cambridge, Addenbrooke’s Hospital and the Rosie Hospital provide a regional healthcare role, and Addenbrooke’s is also a leading national centre for specialist treatment for rare or complex conditions. Royal Papworth Hospital, the UK’s leading heart and lung hospital, moved to the Biomedical Campus in 2019, adding to the concentration of health services and expertise located in Cambridge.

- Cultural – The range of museums, theatres and other cultural provision around Cambridge attract visitors from beyond the boundaries of Greater Cambridge.
- Leisure and retail – Cambridge is a regional retail centre, driven in part by its role as a tourist destination.
- Tourism – related to the above two points, Cambridge is a national and international visitor destination.

### **2.7.2 Evidence**

An Infrastructure Delivery Plan is being produced to support the draft Local Plan. This will quantify the needs for all types of infrastructure, including social, health and education, associated with the growth proposed in the Plan. A Retail and Leisure study is due to report in summer 2020.

### **2.7.3 Proposed engagement**

The Councils are not aware of specific duty to cooperate issues arising in relation to social, health and community infrastructure that would require substantive discussion with duty to cooperate bodies at this point in the process. However, this issue will be kept under review, including in the light of responses to the Issues & Options consultation, and to this Duty to Cooperate – proposed approach consultation.

## **2.8 Strategic developments on the boundary of Greater Cambridge**

The authorities are not aware of any strategic scale developments currently proposed by neighbouring authorities (noting the withdrawal of the Uttlesford Local Plan in April 2020). The Local Planning Authorities will engage with all neighbouring districts on an ongoing basis (see Governance arrangements section below) to understand and discuss any relevant proposals and potential impacts, including discussing with neighbours relevant sites proposed to the Greater Cambridge Local Plan process.

**Question: do you have any comments on the proposed initial list of strategic matters to be addressed in the Statement of Common Ground? Within these matters, what, if any, specific issues need addressing?**

### **3. Relevant Duty to cooperate local authorities and prescribed bodies**

The Councils consider that the above strategic cross-boundary matters relate primarily to authorities' areas bordering Greater Cambridge. As such, they consider that the following bodies are those that the Councils primarily need to engage with to fulfil the statutory Duty to Cooperate:

#### **Neighbouring Local Planning Authorities and County Councils**

- Huntingdonshire District Council
- East Cambridgeshire District Council
- Central Bedfordshire Council
- Braintree District Council
- North Hertfordshire District Council
- West Suffolk Council
- Cambridgeshire County Council
- Uttlesford District Council
- Hertfordshire County Council
- Essex County Council
- Suffolk County Council

#### **Prescribed duty to cooperate bodies:**

- Cambridgeshire & Peterborough Combined Authority (Local Transport Authority; includes the Business Board which is in effect the Local Enterprise Partnership – a prescribed duty to cooperate body; responsibility to prepare a Non-Statutory Strategic Spatial Framework; responsibilities for funding



including: Housing Investment Fund, Single Pot Infrastructure Fund, and Adult Education Budget)

- Environment Agency
- Natural England
- Historic England
- Highways England
- Cambridgeshire & Peterborough Clinical Commissioning Group
- National Health Service Commissioning Board
- Cambridgeshire & Peterborough Health & Wellbeing Board
- Civil Aviation Authority
- Homes England
- Office of Rail Regulation
- Mayor of London
- Natural Cambridgeshire (Local Nature Partnership)

## 4. Duty to cooperate engagement

It is proposed that engagement on the duty to cooperate will include:

Initial engagement:

- Initial bilateral duty to cooperate meetings with the duty to cooperate partners the three key statutory consultees that are also prescribed bodies (Environment Agency, Historic England and Natural England) to establish relationships, and to begin more detailed substantive discussion of the relevant strategic matters.
- Contacting duty to cooperate partners, prescribed bodies, and the additional participants identified in the Statement of Common Ground: Parties Involved section of this document below, seeking views on the proposed approach to be taken to the duty to cooperate as set out in this document.

Ongoing engagement to continue throughout the plan-making process

- A duty to cooperate roundtable meeting to be established to meet on an ongoing basis at key stages in the process involving all the duty to cooperate partners and prescribed bodies to discuss duty to cooperate issues in the

round, with an officer meeting immediately followed by a member meeting. The first of these is proposed for summer 2020. Further roundtable meetings will be held on an ongoing basis, and could be spatially or thematically specific, involving relevant partners, as the need for discussion arises. The format and timing of these meetings will be kept under review.

- Further bilateral meetings on an ongoing basis with relevant bodies if required to address substantive strategic cross-boundary matters.
- In addition to the above, discussion of duty to cooperate issues involving Cambridgeshire, Peterborough and West Suffolk authorities will take place through the existing Planning Policy Forum.

**Question: do you have any comments on the proposed engagement under the duty to cooperate?**

## 5. Documenting the duty to cooperate

To address the statutory Duty to Cooperate, the Councils propose to develop a Duty to Cooperate Statement of Compliance providing an audit trail showing how the Duty has been addressed. This will include:

- A summary of the process taken to addressing the Duty, including all engagement undertaken
- Explanation of how strategic cross-boundary matters have been identified and addressed, sign-posting to other documents as appropriate
- Records of relevant meetings collated into an appendix

As part of the evidence to demonstrate compliance with the duty to cooperate, and to meet the NPPF requirements relating to effective cooperation, the Councils will publish one or more Statements of Common Ground at key stages (see below section) as the outcome of the Duty to Cooperate process undertaken. The Statement of Common Ground will:

- Follow the [template recommended by the Planning Advisory Service](#)
- Be a single overarching document covering all strategic matters, with duty to cooperate bodies signing up only to sections relevant to them. At all points in the process there is the potential that if discussion of specific

strategic cross-boundary matters become complex there would be scope for appending additional topic-specific Statements of Common Ground with relevant parties, covering the relevant functional geography.

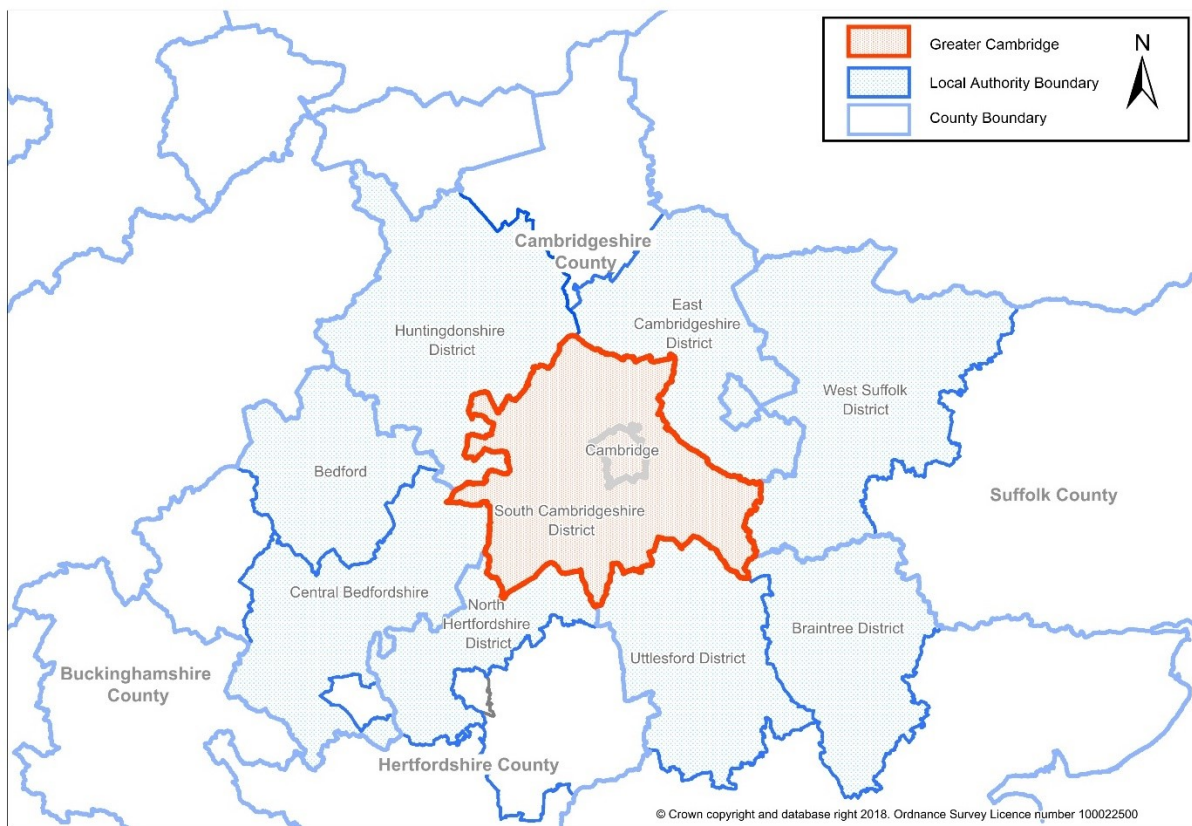
**Question: do you have any comments on the proposed approach to documenting the Duty to Cooperate?**

## **6. Statement of Common Ground/s – proposed approach**

### **6.1 Strategic geography**

It is proposed that a Statement of Common Ground will be produced to address strategic cross-boundary matters (discussed above) relating to the Greater Cambridge geography, incorporating Cambridge and South Cambridgeshire districts. Clearly, addressing such strategic matters will involve looking at the functional geographies beyond Greater Cambridge's boundary. Figure 1 below shows the Greater Cambridge area, and the administrative areas covered by local authorities that are strategic policy-making authorities and proposed to be signatories to a Statement of Common Ground, alongside the proposed additional signatories of Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority. Consideration is given later to additional participants that also have a relationship with Greater Cambridge on strategic matters, including those covering a wider geography such as nearby councils and service and utility providers (see the Parties Involved section below).

**Figure 1: Proposed strategic geography for a Greater Cambridge Statement of Common Ground**



Note: It is proposed that a Statement of Common Ground should be prepared for the Greater Cambridge area shown in red. It is proposed that the signatories to the Statement of Common Ground should include the neighbouring districts (shaded blue), Cambridgeshire County Council and Cambridgeshire County Council, Cambridgeshire & Peterborough Combined Authority, as well as those prescribed bodies for which substantive strategic cross-boundary matters are identified.

This strategic geography is proposed for a combination of functional geographic and pragmatic reasons, following the approach set out in Planning Practice Guidance<sup>3</sup>.

### 6.1.1 Functional geographic reasons

Cambridge and South Cambridgeshire districts have a very strong functional relationship between them: for example, parts of the Cambridge urban area are located within South Cambridgeshire, and there are very significant in-commuting flows from South Cambridgeshire into Cambridge urban area. This relationship has

<sup>3</sup> Planning Practice Guidance, Reference ID: 61-017-20190315

long been acknowledged through close joint working between the Local Planning Authorities, reflected in the City Deal for that area, the joint development strategy included in the adopted Local Plans for each district, and the agreement to produce the joint Greater Cambridge Local Plan now being prepared.

The Greater Cambridge area forms the centre of the previously identified Cambridge sub-region Housing Market Area<sup>4</sup> and the Cambridge Travel To Work Area<sup>5</sup>. While other districts are included within these defined geographies, the strongest housing market and commuting connections are between Cambridge and South Cambridgeshire. Districts in the wider Housing Market Area are identified as additional participants to the Statement of Common Ground (see Parties Involved section below).

The combined Greater Cambridge area also forms the core part of the functional 'Greater Cambridge' economic geography identified in the Cambridgeshire & Peterborough Independent Economic Review; other areas identified within that geography include parts, but not all of, Huntingdonshire and East Cambridgeshire.

### 6.1.2 Pragmatic reasons

Planning Practice Guidance (Guidance) states that Local Planning Authorities should prepare and maintain the Statement of Common Ground on an ongoing basis, and that they should make it available on their website by the time they publish a draft plan<sup>6</sup>. A further version will need to be prepared to support the proposed submission plan and any stages in between. This requirement suggests that any Statement of Common Ground covering more than one administrative area would need to support either a joint plan, or separate plans running to an aligned timetable. Guidance also states that authorities are expected, wherever possible, to detail cooperation in a

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<sup>4</sup> The Cambridge sub-region Housing Market Area identified in the Cambridge Sub-region Housing Market Assessment 2013 includes Cambridge, South Cambridgeshire, East Cambridgeshire, Fenland, Huntingdonshire, and St Edmundsbury and Forest Heath (now merged to become West Suffolk) authority areas.

<sup>5</sup>

<http://ons.maps.arcgis.com/apps/MapSeries/index.html?appid=397ccae5d5c7472e87cf0ca766386cc2>

<sup>6</sup> Reference ID: 61-020-20190315

single statement<sup>7</sup>. This requirement implies that a Statement of Common Ground would be expected to cover more than one strategic cross-boundary matter.

Drawing on the above, the Greater Cambridge authorities consider that it would not be appropriate to extend the geographic focus of the proposed Statement of Common Ground to a wider functional geography such as the Housing Market Area or Travel to Work Area, given that not all of the other authorities within those areas are producing a plan currently, and that there is currently no statutory sub-regional strategic planning arrangement. Equally, to extend the geographic focus of a Statement of Common Ground would also be likely to raise strategic matters which might not necessarily be relevant to Greater Cambridge, and would add to the complexity of preparation.

Given all of the above, it is proposed to prepare a specific Statement of Common Ground to support the Greater Cambridge Local Plan, but that addresses the strategic cross-boundary matters that relate to functional geographies affecting Greater Cambridge. However, notwithstanding the above, the councils remain open to the potential that further Statements of Common Ground may be required to address specific strategic cross-boundary matters, which could address functional geographies covering a wider area than just Greater Cambridge.

## **6.2 Relationship with other Statements of Common Ground**

Cambridge City Council and South Cambridgeshire District Council are also party to the Cambridgeshire & Peterborough Minerals & Waste Plan Statement of Common Ground being prepared by Cambridgeshire County Council. The strategic geography focus for the Minerals and Waste Statement supports a single plan-making process, following similar pragmatic logic to the approach proposed for Greater Cambridge. It is expected that all strategic matters relating to minerals and waste for Greater Cambridge will be addressed through that process, and will therefore not be included in the Greater Cambridge Statement of Common Ground.

Cambridge City Council and South Cambridgeshire District Council will engage as required in other Local Planning Authorities' Statements of Common Ground as these come forward.

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<sup>7</sup> Reference ID: 61-012-20190315

**Question: do you have any comments on the proposed strategic geography for the Statement of Common Ground? Do you think the Local Planning Authorities should consider a different strategic geography? If you are producing a Statement of Common Ground please let us know.**

## **6.3 Parties involved**

### **6.3.1 Signatories**

Given the proposed strategic geography for the Statement of Common Ground and drawing on the Relevant Duty to Cooperate local authorities and prescribed bodies section above, it is proposed that the following bodies are proposed to be signatories to the Statement of Common Ground for the specific strategic matters relevant to them:

- neighbouring Local Planning Authorities (identified as strategic policy-making authorities in the NPPF and PPG)
- neighbouring County Councils for which substantive strategic matters are identified
- Cambridgeshire County Council (Local Highways Authority and responsible for a range of infrastructure and services including education and social care)
- Cambridgeshire & Peterborough Combined Authority (Local Transport Authority; includes the Business Board which is in effect the Local Enterprise Partnership – a prescribed duty to cooperate body; responsibility to prepare a Non-Statutory Strategic Spatial Framework; responsibilities for funding including: Housing Investment Fund, Single Pot Infrastructure Fund, and Adult Education Budget); and
- The prescribed bodies for which substantive strategic matters are identified (to be confirmed through duty to cooperate discussions).

See Figure 1 above for the area covered by the local authorities proposed to be included.

### 6.3.2 Additional participants regarding strategic matters

The following bodies are proposed to be additional participants, to ensure the Councils maintain effective cooperation with strategic policy-making authorities that are not adjacent to Greater Cambridge, as well as relevant bodies that are not strategic policy-making authorities, as required by the NPPF and Guidance. It is not currently proposed that these bodies will necessarily be formal signatories, in order to ensure that the Statement of Common Ground process does not become overly complex. However, should specific strategic matters arise through the course of preparing the Local Plan requiring particular focus, there is potential that any of the participants identified below could become additional signatories to specific elements of the Statement of Common Ground (or to any additional topic-specific Statement of Common Ground that might be prepared addressing a wider strategic geography):

- Local Authorities:
  - Fenland District Council (Local Planning Authority within Cambridge Sub-region Housing Market Area; Combined Authority partner)
  - Peterborough City Council (Combined Authority partner)
  - East Hertfordshire District Council (close to South Cambridgeshire boundary)
  - Bedford Borough Council (close to South Cambridgeshire boundary and on the route of the proposed East West Rail Central Section)
  
- Infrastructure providers:
  - Anglian Water
  - Cambridge Water
  - Network Rail
  - UK Power Networks
  - National Grid
  
- Service providers:
  - Cambridgeshire Fire & Rescue Service
  - Cambridgeshire Constabulary
  
- Non-government organisations (such as advisory bodies) the authority cooperates with to address strategic matters:
  - Sport England
  - Wildlife Trust
  
- Transport organisations:



- England's Economic Heartland (Sub-national Transport Body incorporating Greater Cambridge area)
  - Transport East (neighbouring Sub-national Transport Body)
  - East West Rail Company (delivery body for strategic transport infrastructure)
  - East West Rail Consortium (strategic transport infrastructure partnership relevant to Greater Cambridge)
  - Abellio Greater Anglia (rail operator)
  - Stagecoach East (bus operator)
  - Whippet Coaches Limited (bus operator)
- Strategic partnerships:
    - Oxford-Milton Keynes-Cambridge Corridor Place Board (strategic local authority partnership incorporating Greater Cambridge)
    - London Stansted Cambridge Consortium (strategic economic partnership incorporating the Greater Cambridge area)
    - Cambridge Norwich Tech Corridor (strategic economic partnership incorporating the Greater Cambridge area)
- Neighbouring Local Enterprise Partnerships, including:
    - New Anglia Local Enterprise Partnership
    - South East Local Enterprise Partnership
    - Hertfordshire Local Enterprise Partnership
    - South East Midlands Local Enterprise Partnership
- Neighbouring Local Nature Partnerships, including:
    - Wild Anglia (Local Nature Partnership for Norfolk and Suffolk)
    - Bedfordshire Local Nature Partnership
    - Hertfordshire Local Nature Partnership

**Question: do you have any comments on the proposed list of signatories and potential additional participants to the Statement of Common Ground? Are there any further organisations we should be engaging with?**

## **6.4 Governance arrangements**

For Greater Cambridge, sign-off of the Statement of Common Ground, or multiple Statements of Common Ground if more than one is required (see above under Documenting the Duty to Cooperate), will include member engagement, including consultation with lead members on behalf of the two councils.

It is anticipated that the other signatories to the Statement of Common Ground will identify the relevant person to sign the document as they see fit.

**Question: do you have any comments on the proposed approach to governance? If your organisation has been identified as a signatory, please identify your primary contact.:**

- **at officer level – who will be responsible for coordinating discussion, and**
- **at member level – who will be responsible for signing off the Statement of Common Ground?**

## **6.5 Approach to agreement, review and update**

The Greater Cambridge Local Planning Authorities will work with relevant parties to address identified strategic matters on an ongoing basis, and in relation to the output timings of relevant evidence.

It is proposed that an initial Statement of Common Ground will be published once strategic matters have been confirmed, having regard to the outcome of the Issues and Options consultation held January-February 2020, and the initial engagement set out above. Further to this, a full Statement of Common Ground will be published alongside each future public consultation stage of the Local Plan, including at least:

- Draft Local Plan
- Proposed Submission Local Plan

**Question: do you have any comments on the proposed approach to agreement review and update of the Statement of Common Ground?**

## Appendix 1: Assessment of strategic policies (as per NPPF) to identify strategic cross-boundary matters

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
Strategy (pattern, scale and quality of development) (see also Housing and Employment)	Pattern and scale of growth; Consideration of unmet needs for housing and employment	Yes	Potential location of development in a strategy may have cross-boundary impacts. NPPF requirement to discuss potential to take unmet needs before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries. Specific requirement in NPPF and PPG to confirm provision within own area/or agree redistribution of housing need.	Neighbouring authorities Housing Market Area Travel To Work Area	Housing Growth Assessment Greater Cambridge Employment Land Review Greater Cambridge Local Plan Transport evidence base
Housing (including affordable housing) (see also Strategy above)	Overall housing need; Housing Mix Distribution of housing need	Overall housing need and distribution: Yes	Specific requirement in NPPF and PPG to confirm provision within own area/or agree	Housing Market Area	Housing Growth Assessment Cambridgeshire & Peterborough Housing Mix study

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
		Housing Mix: no	redistribution of housing need.		
Gypsy & Traveller accommodation needs	Accommodation Needs Provision of sites	Yes	By nature, travellers move across boundaries.	Neighbouring authorities	Cambridgeshire & Peterborough Gypsy & Traveller Accommodation Needs Assessment
Retail, leisure and other commercial development		Yes	Cambridge is a sub-regional leisure and retail centre	To be defined through the Retail and Leisure Study	Greater Cambridge Retail and Leisure Study
Transport infrastructure	Cambridgeshire Autonomous Metro (CAM) East West Rail (EWR) Pinchpoint areas (eg A505)	Yes	Relationship to Travel to Work Area Local Transport Plan forms wider strategy Will we rely on CAM which goes cross-boundary? Commuting impacts	Travel to Work Area Cambridgeshire & Peterborough CAM authorities (HMA) EWR Central Section route authorities?	Cambridgeshire & Peterborough Local Transport Plan Greater Cambridge Local Plan Transport evidence base CAM evidence
Telecommunications infrastructure		No			
Security infrastructure		No			
Waste management infrastructure		Yes	Waste infrastructure serves communities across boundaries	Cambridgeshire & Peterborough	Addressed separately via Cambridgeshire &

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
					Peterborough Minerals & Waste Local Plan
Water supply infrastructure		Yes	Water supply infrastructure goes across boundaries	Water catchment	Greater Cambridge Integrated Water Cycle Strategy
Wastewater infrastructure		No	Waste water infrastructure for Greater Cambridge is currently provided within the area.		Greater Cambridge Integrated Water Cycle Strategy
Flood risk infrastructure		Yes	Flood catchments go across boundaries	Flood catchment	Greater Cambridge Strategic Flood Risk Assessment
Coastal change management infrastructure		N/A	N/A	N/A	
Provision of minerals		Yes		Cambridgeshire & Peterborough	Addressed separately via Minerals & Waste Local Plan
Energy (including heat);		Yes?	Electricity generation is a challenge for the wider area around Greater Cambridge	Greater Cambridge and neighbouring authorities	Greater Cambridge Partnership energy study
Community facilities (such as health,		Yes in principle,	Cambridge plays a regional health	East of England	Infrastructure Delivery Plan

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
education and cultural infrastructure); and		although no known specific issues	(Addenbrookes) and cultural role		
Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and	<p>Green Belt</p> <p>Green infrastructure</p> <p>Biodiversity offsetting</p>	<p>Natural Environment: Yes</p> <p>Historic Environment: no</p>	<p>NPPF requirement (para. 137) - Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, LPAs are required to: make as much use as possible of brownfield land, optimise the density of development, discuss potential to take unmet needs with neighbours.</p> <p>Green infrastructure crosses administrative boundaries</p> <p>Offsetting might best be done on a wider than Greater Cambridge geography</p> <p>Oxford-Cambridge Arc environment workstream</p>	<p>Cambridgeshire &amp; Peterborough</p> <p>Oxford-Milton Keynes - Cambridge Arc</p>	<p>Greater Cambridge Green infrastructure evidence</p> <p>OxCam Local Natural Capital Plan</p>

Strategic policy topic	Specific issues	A strategic matter?	Comment	Relevant geography	Relevant evidence
Planning measures to address climate change mitigation and adaptation		Yes	Carbon offsetting might best be done on a wider than Greater Cambridge geography	Cambridgeshire & Peterborough	Greater Cambridge Zero Carbon Evidence base

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# Agenda Item 7

**Report to:** Joint Local Planning Advisory Group (JLPAG) 2 June 2020

**Lead Members:** Lead Cabinet member for Planning (SCDC) – Cllr Tumi Hawkins  
Executive Councillor, Planning and Open Spaces (Cambridge) – Cllr Katie Thornburrow

**Lead Officer:** Stephen Kelly, Joint Director for Planning and Economic Development

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## Update of Greater Cambridge Local Development Scheme

### Executive Summary

1. The purpose of this report is to agree an update to the Greater Cambridge Local Development Scheme (LDS).

### Key Decision

2. Yes.
3. This is a key decision for both Cambridge City Council and South Cambridgeshire District Council. The Item is included in the Forward Plans for Cambridge City Council Planning and Transport Scrutiny Committee 30 June 2020 and South Cambridgeshire Cabinet 29 June 2020.

### Recommendations

4. The Joint Local Planning Advisory Group (JLPAG) is recommended to:
  - (a) Recommend to the respective Council's decision-making processes that they should:
    - i. Adopt the updated Local Development Scheme for Greater Cambridge included at Appendix 1 of this report.
    - ii. Grant delegated authority to the Joint Director of Planning and Economic Development, in liaison with the South

Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning Policy and Open Spaces (and also the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee), to make any minor editing changes and corrections identified prior to publication.

## **Reasons for Recommendations**

5. The Planning and Compulsory Purchase Act 2004 (as amended) requires that Local Planning Authorities must prepare and maintain a Local Development Scheme (LDS). The current LDS was adopted in 2018, and there has been a number of changes in circumstance affecting both plans now require an update to the LDS. The changes to the plan making timetable proposed reflect both the opportunities and the complexity of issues being addressed by the plans, the desire to have an inclusive and engaging plan making process, and the relationship with other processes such as the Development Consent Order for the relocation of the Milton Water Recycling Centre.

## **Details**

6. The LDS provides information on the documents that the Councils intend to produce to form their planning policy framework and sets out the timetable for their production. The LDS is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils have and intend to produce.
7. The Greater Cambridge Local Development Scheme was adopted in October 2018 (with limited update in November 2019 to reflect the actual start date for the Greater Cambridge Local Plan Issues and Options consultation).
8. The LDS sets out the broad timetable for the preparation of the North East Cambridge Area Action Plan (previously named the joint Cambridge Northern Fringe Area Action Plan) and the joint Greater Cambridge Local Plan. A number of changes in circumstance affecting both plans now require an update to the LDS.

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

9. The Councils are jointly preparing an Area Action Plan (AAP) for North East Cambridge (see separate report on this agenda). The area including, and around, the Milton Waste Water Treatment Plant (WTP) was allocated in the 2018 Local Plans for a high density, mixed use development, making best use of this large brownfield site within the urban area of Cambridge (including land in both Councils' areas), although no delivery from the site was included in the 2018

Local Plans given the uncertainty about delivery and capacity of the site at that time.

10. The LDS 2018 was prepared at a time when the Councils were considering the name and the area to be covered by the AAP. Those issues were subject to consultation in the North East Cambridge Area Action Plan: Issues and Options consultation in 2019. The separate report on the AAP on this agenda considers these issues, and seeks to confirm the name of the plan as the 'North East Cambridge Area Action Plan', and that the area addressed by the plan should be enlarged to include Cambridge Science Park.
11. Significant government Housing Infrastructure Funding has been secured to facilitate the relocation of the Milton Waste Water Treatment Plant (WTP) which will enable the development of a major brownfield site and comprehensive planning of the North East Cambridge area. Anglian Water proposes that a Development Consent Order (DCO) process will now be undertaken to enable the relocation. The formal agreement by the Councils of the Proposed Submission AAP will be an important factor in the DCO Examination process to demonstrate commitment to development of the area. Therefore work on the AAP is intended to progress to complete the issues and options stage (Regulation 18), consider the responses received and prepare the Proposed Submission AAP. The Councils would make a decision ahead of the DCO Examination to agree the AAP for Regulation 19 publication, but actually carrying out the consultation would be subject to the successful completion of the DCO process, because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered.
12. It is anticipated that the AAP process would then pause until the outcome of the DCO is known. If successful, the Councils would then proceed with the publication of the Proposed Submission AAP for the making of representations (Regulation 19), following which the AAP would progress to Submission and Examination.
13. The current adopted LDS timetable envisaged that the NECAAP would progress approximately 12 months ahead of the Local Plan throughout their respective processes. The Local Plan, DCO and NEC AAP timetables had worked in such a way that the AAP timetable was running sufficiently ahead of the Local Plan, that the outcome and adoption of the AAP would be known before later stages of the Local Plan.
14. However, the Councils have recently been advised by Anglian Water that the DCO process has been delayed with DCO submission now anticipated in summer 2022. This is likely to mean that the outcome of the DCO process will be in Autumn 2023. It is therefore proposed that the Proposed Submission AAP will be published in Autumn/Winter 2023, based on the latest DCO process and subject to a positive outcome. The AAP would then be Submitted for Examination in Spring 2024. The timing of the remainder of the AAP process is in the hands of the Inspector.

15. There is potential that the AAP could progress on a similar timetable to the Greater Cambridge Local Plan (see below). As such, there is the potential for the Councils to keep under review whether it is appropriate to merge the AAP into the Local Plan at the Proposed Submission stage if that is the most appropriate thing to do at that point in time in terms of timescale, resources and budget.

### **Greater Cambridge Local Plan**

16. Since the preparation of the timetable in the adopted LDS 2018, a range of issues have arisen that need to be considered when programming the remaining stages of the plan making process. This is addressed in a separate report on this agenda. As a result, a proposed change to the key stages in preparing the new Local Plan and the timetable for that are proposed.
17. The adopted Local Development Scheme 2018 envisaged the next public stage would be consultation on a draft Local Plan. However, there is a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process, and it is therefore recommended to now include further stakeholder engagement and an additional Preferred Option stage. This also reflects the range and complexity of issues and challenges to be addressed by the Local Plan as explored in the 'First Conversation'. The additional stage would enable public consultation on the emerging preferred approach to be taken by the plan to key strategic issues, and for those views to be considered before detailed policies are drafted. The Preferred Option consultation would make clear the other options considered and why the preferred option was chosen, together with the evidence underpinning the plan to ensure a transparent and inclusive process. This would take place in Summer/Autumn 2021.
18. The Councils' aim remains to respond constructively to the opportunities that the Greater Cambridge area offers and to deliver a robust plan which responds to these issues, as well as the other big themes raised in the First Conversation, such as responding to climate change. The issues facing the Greater Cambridge area are particularly complex, including a number of major infrastructure proposals being developed by other organisations that could provide significant opportunities for the area. These include the programmes for the DCO for the Milton WTP in relation to North East Cambridge, East West Rail, and the Mayor's proposal for Cambridge Autonomous Metro (CAM). However, there are uncertainties around their delivery and timescales at this early stage in preparing the Local Plan, which make fixing the longer-term timetable difficult at this point in time and ahead of testing the evidence, considering the options for meeting the needs of the area, and identifying the preferred development strategy and being clear on its deliverability.
19. The current LDS needs to be updated now, but the programme for the later stages of plan making needs to reflect the current complexity in an appropriate way. At this time it is considered there could be two scenarios for the way the latter stages of plan preparation could take place:

- Option 1 - Local Plan runs ahead of the North East Cambridge Area Action Plan

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that did not include reliance on the NEC site or which could allow for the AAP to follow on without undermining the soundness of the Local Plan, there would be potential to progress the Local Plan to the Proposed Submission stage in Spring 2023 (or sooner if practicable). The plan would be Submitted in Autumn 2023, followed by public Examination. The timing of the Examination is in the hands of the independent Inspector. This alternative scenario could achieve an overall timescale that is 6 months or more quicker than option 2.

- Option 2 – Align the Local Plan and the North East Cambridge AAP processes

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the WTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge. This would mean that Proposed Submission publication of both plans would take place in Autumn/Winter 2023, and submission for Examination in Spring 2024 (based on the current DCO timetable). The timing of the remainder of the Local Plan process is in the hands of the Inspector.

20. The timing of the Proposed Submission stage and beyond will be kept under close review and refined when there is greater certainty over the timetable. Table 1 below sets out the timetable for both plans to be included in the Local Development Scheme as included at Appendix 1.

Table 1: Local Plan Programme to be included in Local Development Scheme

Consultation	Options	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
Issues and Options (Reg 18)  <b>January 2020</b>  Preferred Option Consultation (Reg 18)	<b>Option 1 –</b>  Local Plan runs ahead of the North East Cambridge Area Action Plan	Proposed Submission Consultation (Reg 19)  <b>Spring 2023</b>	Submission to Secretary of State for independent Examination (Reg 22)  <b>Autumn 2023</b>	Subject to progress of independent Examination
<b>Summer/</b>	<b>Option 2</b>	Proposed Submission	Submission to Secretary of	Subject to progress of

<b>Autumn 2021</b> Draft Plan Consultation (Reg 18) <b>Summer 2022</b>	Align the Local Plan and the North East Cambridge AAP processes	Consultation (Reg 19) <b>Autumn/Winter 2023</b>	State for independent Examination (Reg 22) <b>Spring 2024</b> Note: subject to the outcome of Milton WTP DCO	independent Examination
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## Considerations

21. Policies in local plans must be reviewed every 5 years to see if they need updating. Councils should then proceed to update their local plans accordingly through a plan making process if policies need to be updated. The legislative requirement is to complete a “review” of a plan within 5 years and not that a new plan is adopted within that 5 year period (following and as an outcome of the review). This would mean for the adopted 2018 Local Plans, that a review should be completed by Autumn 2023, and the Councils will complete that review within that timescale.
22. The 2018 Local Plans include policies for an early review of the Local Plans, with submission to the Secretary of State for Examination anticipated by the end of Summer 2022. For all the reasons set out above, it is now anticipated that submission will be to a different timetable than had originally been envisaged.
23. Government has recently advised of a new deadline of December 2023 for all councils to have up-to-date local plans, with a warning that the government would intervene if this deadline is not met, considering appropriate action on a case by case basis. By December 2023 it is anticipated that a new Local Plan as a result of a review will be well advanced under either option and at this point it is considered that intervention would be unlikely.

## Updated Local Development Scheme 2020

24. The draft updated Local Development Scheme for Greater Cambridge included at Appendix 1 includes the amendments proposed to the process and timetable for the preparation of both plans reflecting the changes circumstances, as well as the changes to the AAP name and geographical coverage.
25. The updated programmes for both plans reflect the importance that the Councils place on engagement with stakeholders and communities in the early stages of development of the plans and the increasingly complex circumstances in this area. In particular, the major infrastructure projects that could impact both the Local Plan strategy and the AAP as set out above have informed the currently proposed programmes. The effects of Covid-19 are also a significant uncertainty at this time. Therefore, the LDS will be kept under close review to ensure that all

relevant impacts on plan preparation and the strategies and development proposals contained within them are understood and reflected as appropriate in the emerging plans, and if there is potential for a faster programme for either or both plans, the Councils will look to expedite the programme.

26. The opportunity has also been taken to update other elements of the LDS, in particular bringing the Neighbourhood Plans section up to date.

## **Options**

27. JLPAG members may decide to:

- a) Recommend to the respective Local Planning Authorities that they should agree the adoption of the updated Greater Cambridge Local Development Scheme, without any amendments; or
- b) Recommend to the respective Local Planning Authorities that they should agree the adoption of the updated Greater Cambridge Local Development Scheme, incorporating amendments agreed in discussion at JLPAG; or
- c) Recommend to the respective Local Planning Authorities that they should not agree the adoption of the updated Greater Cambridge Local Development Scheme.

## **Implications**

28. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

### **Financial**

29. The plans proposed and timetables are currently anticipated to be within current budgets. This will be kept under review alongside other work priorities

### **Legal**

30. The review of the Local Plan process has been prepared with a view to ensure a legally compliant plan that is capable of being found sound at Examination.

### **Staffing**

31. The plans proposed are currently anticipated to be delivered within our existing budgets. This will be kept under review alongside other work priorities.

## **Risks/Opportunities**

32. The Local Plan is a key corporate priority and will be monitored against the timetable set out in the Local Development Scheme.

## **Equality and Diversity**

33. The development plans will each be subject to Equalities Impact Assessment at each stage during their development.

## **Climate Change**

34. Development plans provide an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal as the plan is prepared. One of the big themes for the local plan identified in 'The First Conversation' is climate change. Evidence has been produced to inform the plan, including a study on how the plan can assist with the journey towards net zero carbon.

## **Consultation responses**

35. None.

## **Background Papers**

Current Greater Cambridge Local Development Scheme approved in October 2018 and updated in 2019

<https://www.cambridge.gov.uk/local-development-scheme>

## **Appendices**

Appendix 1: Draft Greater Cambridge Local Development Scheme 2020.

## **Report Author:**

Jonathan Dixon - Planning Policy Manager  
Telephone: 07514 925952

Caroline Hunt – Strategy and Economy Manager  
Telephone: 07849 824745





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# Appendix 1: Draft Greater Cambridge Local Development Scheme 2020

## Introduction

1. The Planning and Compulsory Purchase Act 2004 (as amended) requires that Local Planning Authorities must prepare and maintain a Local Development Scheme (LDS). This LDS provides information on the documents that the Councils intend to produce to form their planning policy framework and sets out the timetable for their production.
2. The LDS is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils have and intend to produce.
3. Cambridge City Council and South Cambridgeshire District Council (“the Councils”) have committed to work together to prepare a new Local Plan for Greater Cambridge. They have also committed to prepare jointly an Area Action Plan for North East Cambridge. This LDS is therefore prepared and agreed jointly by both Local Planning Authorities.

## What are the current adopted Development Plan Documents?

4. The Councils have prepared a number of Development Plan Documents (DPDs) jointly or in parallel in recent years. The Development Plan for both authorities currently consists of the documents set out in the table below:

<b>Cambridge City Council</b>	<b>South Cambridgeshire District Council</b>
Cambridge Local Plan (October 2018)	South Cambridgeshire Local Plan (September 2018)
	The Northstowe Area Action Plan (2007) (excluding Policy NS/3 (1g))
	Cambridge Southern Fringe Area Action Plan (2008)

<b>Jointly prepared Area Action Plans</b>
Cambridge East Area Action Plan (February 2008) (excluding Policies CE/3 and CE/35)
North West Cambridge Area Action Plan (October 2009)
<b>Documents prepared by Cambridgeshire County Council which apply to the Greater Cambridge area</b>
Cambridgeshire and Peterborough Minerals and Waste Core Strategy & Proposals Map C (July 2011)

5. Decisions on planning applications are to be taken in line with the policies of the above development plan documents unless there are significant matters ('material considerations') that indicate otherwise.

## **What new Development Plan Documents are to be prepared?**

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

6. The adopted 2018 Local Plans include a policy allocating an area of land on the northern fringe of Cambridge to enable the creation of a revitalised, employment focussed area centred on the new transport interchange created by Cambridge North Station. The policies say that "the amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP".
7. Between December 2014 and February 2015, the Councils published an Issues and Options document which asked a series of questions about how best the Councils should plan for development on land to east of Milton Road. At this time the site was known as Cambridge Northern Fringe East. From February 2019 to March 2019, a second Issues and Options consultation was undertaken. The Councils did this to reflect proposed changes in the site boundary, in particular to include Cambridge Science Park to the west of Milton Road, opening up the area for more comprehensive regeneration.
8. Following consultation on Issues and Options in 2019, the Councils confirmed that the plan would be renamed the North East Cambridge Area Action Plan and that the geographical coverage would be enlarged to include the Cambridge Science Park. A map of the area is included at Appendix 1.
9. Significant government Housing Infrastructure Funding has been secured to facilitate the relocation of the Milton Waste Water Treatment Plant (WTP) which will enable the development of a major brownfield site and comprehensive planning of the North East Cambridge area. Anglian Water proposes that a Development Consent Order (DCO) process will now be undertaken to enable the relocation.
10. The formal agreement by the Councils of the Proposed Submission AAP will be an important factor in the DCO Examination process to demonstrate

commitment to development of the area. Therefore work on the AAP is intended to progress to complete the Regulation 18 stage, consider the responses received and prepare the Proposed Submission AAP. The Councils would make a decision ahead of the DCO Examination to agree the AAP for Regulation 19 publication, but actually carrying out the consultation would be subject to the successful completion of the DCO process, because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered.

11. It is therefore anticipated that the AAP process would then pause until the outcome of the DCO is known. If successful, the Councils would then proceed with the publication of the Proposed Submission AAP for the making of representations (Regulation 19), following which the AAP would progress to Submission and Examination.
12. The Councils have been advised by Anglian Water that DCO submission is anticipated in summer 2022. This is likely to mean that the outcome of the DCO process will be in Autumn 2023. It is therefore anticipated that the Proposed Submission AAP will be published in Autumn/Winter 2023, based on the latest DCO process and subject to a positive outcome. The AAP would then be Submitted for Examination in Spring 2024. The timing of the remainder of the AAP process is in the hands of the Inspector. A timetable for all key stages in the preparation of the joint North East Cambridge Area Action Plan is included below.
13. There is potential that the AAP could be on a similar timetable to the Greater Cambridge Local Plan (see below). As such, the Councils will keep under review whether it is appropriate to merge the AAP into the Local Plan at the Proposed Submission stage.

### **Greater Cambridge Local Plan**

14. The Councils have previously committed to start work on a joint Local Plan in 2019 as part of the City Deal agreement with Government established in 2013. The Councils' adopted 2018 Local Plans both include a policy which makes a commitment to an early review of those Plans. The policies are for a new Local Plan to be prepared jointly by Cambridge and South Cambridgeshire Councils for their combined districts (Greater Cambridge) and include a timetable for this review, to commence before the end of 2019 and with submission to the Secretary of State for Examination anticipated by the end of summer 2022.
15. The National Planning Policy Framework (NPPF) updated in February 2019 continues to include a strong expectation that Local Planning Authorities will prepare plans which positively seek opportunities to meet the development needs of their area, and that are sufficiently flexible to adapt to rapid change. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for a number of key land

uses. These are housing (including affordable housing), employment, retail, leisure and other commercial development, infrastructure for transport and other key utilities, community facilities, and the conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

16. There is a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process. This update to the LDS includes an additional Preferred Options stage to enable public consultation on the emerging preferred approach to be taken by the plan to key strategic issues, and for those views to be considered before detailed policies are drafted. The Preferred Option consultation will make clear the other options considered and why the preferred option was chosen, together with the evidence underpinning the plan to ensure a transparent and inclusive process. This would take place in Summer/Autumn 2021, prior to a Draft Plan Consultation in summer 2022.

17. The Councils' aim to respond constructively to the opportunities that the Greater Cambridge area offers and to deliver a robust plan which responds to these issues, as well as the other big themes raised in the First Conversation consultation, such as responding to climate change. The issues facing the Greater Cambridge area are particularly complex, including a number of major infrastructure proposals being developed by other organisations that could provide significant opportunities for the area. These include the programmes for the DCO for the Milton WTP in relation to North East Cambridge, East West Rail, and the Mayor's proposal for Cambridge Autonomous Metro (CAM). However, there are uncertainties around their delivery and timescales at this early stage in preparing the Local Plan, which make fixing the longer-term timetable difficult at this point in time and ahead of testing the evidence, considering the options for meeting the needs of the area, and identifying the preferred development strategy and being clear on its deliverability.

18. The programme for the later stages of plan making needs to reflect the current complexity in an appropriate way. At this time it is considered there could be two scenarios for the way the latter stages of plan preparation could take place:

- Option 1 - Local Plan runs ahead of the North East Cambridge Area Action Plan

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that did not include reliance on the NEC site or which could allow for the AAP to follow on without undermining the soundness of the Local Plan, there would be potential to progress the Local Plan to the Proposed Submission stage in Spring 2023 (or sooner if practicable). The plan would be Submitted in Autumn 2023, followed by public Examination. The timing of the Examination is in the hands of the independent Inspector. This alternative scenario could achieve an overall timescale that is 6 months or more quicker than option 2.

- Option 2 – Align the Local Plan and the North East Cambridge AAP processes

If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the WTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge. This would mean that Proposed Submission publication of both plans would take place in Autumn/Winter 2023, and submission for Examination in Spring 2024 (based on the current DCO timetable). The timing of the remainder of the Local Plan process is in the hands of the Inspector.

19. A timetable for all key stages in the preparation of the joint Greater Cambridge Local Plan is included below. The timing of the Proposed Submission stage and beyond will be kept under close review and refined when there is greater certainty over the timetable.

## Development Plan Documents to be produced

Document title	Subject matter and geographical area	Chain of Conformity	Consultation	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
North East Cambridge Area Action Plan	Vision and planning framework to ensure the coordination of development in the Cambridge Northern Fringe East development site and the Cambridge Science Park (see map at Appendix 1)	Conformity with the NPPF  Compatibility with the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plan (February 2012) Development Plan Documents	Issues and Options 1 (Reg 18)  <b>Winter 2014/2015</b>  Issues and Options 2 (Reg 18)  <b>Spring 2019</b>  Draft Area Action Plan (Reg 18)  <b>Summer 2020</b>	Proposed Submission Consultation (Reg 19)  <b>Autumn/Winter 2023</b>  Note: to follow outcome of Milton Waste Water Treatment Plant (WTP) DCO outcome	Submission to Secretary of State for independent Examination (Reg 22)  <b>Spring 2024</b>  Note: subject to the outcome of Milton WTP DCO	Subject to progress of independent Examination



Document title	Subject matter and geographical area	Chain of Conformity	Consultation	Options	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
Greater Cambridge Local Plan	Includes the Vision, Objectives and Spatial Development Strategy and policies for Greater Cambridge  Prepared for the whole of the administrative areas covered by Cambridge City Council and South Cambridgeshire District Council.	Conformity with the NPPF	Issues and Options (Reg 18)  <b>January 2020</b>  Preferred Option Consultation (Reg 18)  <b>Summer/ Autumn 2021</b>	<b>Option 1 –</b>  Local Plan runs ahead of the North East Cambridge Area Action Plan	Proposed Submission Consultation (Reg 19)  <b>Autumn/ Winter 2023</b>	Submission to Secretary of State for independent Examination (Reg 22)  <b>Spring 2024</b>  Note: subject to the outcome of Milton WTP DCO	Subject to progress of independent Examination
			Draft Plan Consultation (Reg 18)  <b>Summer 2022</b>	<b>Option 2</b>  Align the Local Plan and the North East Cambridge AAP processes	Proposed Submission Consultation (Reg 19)  <b>Spring 2023</b>	Submission to Secretary of State for independent Examination (Reg 22)  <b>Autumn 2023</b>	Subject to progress of independent Examination

## Neighbourhood Planning

20. Local communities have the power to influence the future of the places they live and work by preparing neighbourhood plans. Neighbourhood plans are led and prepared by the community, not the Council, although the Council has a statutory role to provide advice and support to those producing a plan and at prescribed stages in the plan making process. When a neighbourhood plan is passed by an independent examiner and a local referendum, the Council must adopt it as part of its development plan framework and take it into account when it makes decisions on planning applications in the area, alongside other adopted development plan documents.
21. As neighbourhood plans are not prepared by the Council and their timetables are dependent on the progress made by the community, timetables for their preparation are not included the LDS. However, the section below provides the status of plans at May 2020.

### Cambridge

22. Within Cambridge City there is one designated neighbourhood area and its associated neighbourhood forum:
- South Newnham – approved in March 2017.
23. There is a neighbourhood planning page on the Cambridge City website - <https://www.cambridge.gov.uk/neighbourhood-planning>

### South Cambridgeshire

24. There are nineteen designated neighbourhood areas in South Cambridgeshire as at the end of May 2020. In chronological order these are:
- Linton and Hildersham (designated jointly) – these two parishes have joined together to form a single neighbourhood area that was approved in May 2014
  - Histon and Impington (part of the parish excluded) – this covers the area of the two parishes to the north of the A14 and was approved in September 2014
  - Gamlingay – this covers the parish and was approved in February 2015
  - Waterbeach – this covers the parish and was approved in August 2015
  - Cottenham - this covers the parish and was approved in November 2015
  - Foxton - this covers the parish and was approved in November 2015.
  - West Wickham - this covers the parish and was approved in November 2015
  - Melbourn – this covers the parish and was approved in May 2016
  - Whittlesford – this covers the parish and was approved in August 2016

- Great Abington Former Land Settlement Association Estate – this covers the former Land Settlement Association estate, which only forms part of the parish of Great Abington and was approved in September 2016
- Stapleford and Great Shelford – this two parishes have joined together to form a single neighbourhood area that was approved in November 2016
- Swavesey – this covers the parish and was approved in November 2016
- Thriplow – this covers the parish and was approved in August 2017
- Bassingbourn-cum-Kneesworth – this covers the parish and was approved in December 2017
- Pampisford – this covers the parish and was approved in March 2018
- Sawston – this covers the parish and was approved in June 2018
- Babraham – this covers the parish and was approved in June 2018
- Fulbourn – this covers the parish and was approved in August 2018.

25. The Great Abington Former Land Settlement Association Neighbourhood Plan was 'made' within South Cambridgeshire in February 2019.
26. Cottenham Neighbourhood Plan has been successful through Examination and a referendum date had been set. With changes in the regulations due to Covid19 this referendum was suspended in March 2020. Another date will be set when regulations permit.
27. Histon & Impington Neighbourhood Plan has also been successful through Examination as of March 2020 and subject to agreement between the District Council and Parish Council, a Referendum version of the plan will be allowed to proceed to referendum once regulations permit.
28. Foxton Parish Council submitted its neighbourhood plan to the council on 10 February 2020 and the Regulation 16 consultation started but was subsequently suspended due to the change in circumstances affecting public consultations during Covid19. This consultation will resume once circumstances change.
29. Waterbeach Parish Council has carried out its six-week pre-submission (Regulation 14) consultation which ended on 24 February 2020. They are working towards submission.
30. The remainder of parish councils with designated neighbourhood areas are working their ways towards the consultation required by Regulation 14.
31. For further information on Neighbourhood Planning, including the current status of the neighbourhood forums and plans being prepared, there are Neighbourhood Planning pages on the South Cambridgeshire District Council's website which provide more information about the progress of each neighbourhood plan [www.scams.gov.uk/neighbourhood-plans](http://www.scams.gov.uk/neighbourhood-plans).

## **Supporting evidence and other planning documents**

32. Whilst not forming part of the Local Plan, the councils have produced other supporting documents to aid in the preparation or implementation of Local Plan policies:

- A detailed evidence base
- Statement of Community Involvement
- Sustainability Appraisal & Strategic Environmental Assessment
- Local Plan Policies Map
- Supplementary Planning Documents and Guidance
- Authority Monitoring Reports

### **Evidence Base**

33. In order to carry out the preparation of the new joint Greater Cambridge Local Plan, the councils will develop and maintain a sound evidence base. Necessary research and studies will be conducted and will be supplemented by research undertaken by others as appropriate. Providing a sound and comprehensive evidence base is fundamental to developing sound planning documents. The key evidence base documents will be made available to view and download from the relevant Local Plan webpage.

### **Statement of Community Involvement (SCI)**

34. A significant concern of planning is to improve community and stakeholder engagement from the outset, ensuring people's views can be taken into account. This commitment is reinforced by the requirement for all LPAs to produce a Statement of Community Involvement (SCI). The SCI is not a DPD, and is not subject to public Examination.
35. A Greater Cambridge Statement of Community Involvement was adopted by both councils in June 2019. It details how the community and stakeholders will be involved in the preparation, alteration and review of all local plan documents as well as the consideration of minor and major planning applications.
36. To ensure the SCI remains relevant and has regard to new methods of engagement, the councils will keep this under review, updating it as necessary.

### **Sustainability Appraisal (SA)**

37. Sustainability Appraisal (SA) is required for all DPDs. It is an integral component of all stages of plan-making. The purpose of the SA is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans. The SA embraces

economic, environmental and social objectives, including equalities and health impacts, the therefore has a wider scope than Strategic Environment Assessment (SEA) which is a requirement of an EU Directive and is primarily concerned with environmental impacts.

38. Work on producing a DPD cannot proceed without corresponding work on the SA. Therefore, each DPD will be accompanied by a supporting SA. Both the draft document and the SA will be made available for consultation at the same time and comments invited. The findings of the SA, will inform the DPD and will be a material consideration in determining soundness of the document at the Examination.

### **Local Plans Policies Map**

39. The Policies Map identifies sites allocations and areas of planning constraint, such as Green Belt and other local and national designations. The policies map is updated as new DPDs are prepared or revised so as to provide a clear visual illustration of the application of policies across the area.

### **Supplementary Planning Documents**

40. Supplementary Planning Documents (SPDs) provide further information and guidance on the implementation of Local Plan policies and can be given substantial weight in planning decisions. A list of adopted SPDs, as well as those the councils are intending to review or prepare, are set out on the councils' websites.

### **Authority Monitoring Reports (AMR)**

41. The AMR is a 'state of the environment' report published at least annually. It assesses the effectiveness of the Local Plan policies in managing development and achieving the outcomes and strategic objectives of the planning framework. It also monitors the implementation of the LDS, highlighting whether revisions are necessary.
42. AMRs are particularly useful in identifying development trends, patterns of land use, as well as reporting on transport, housing and population/socio-economic trends in order to provide a 'baseline' context for reviewing and amending existing policies.
43. The latest versions of the AMRs are available to view on the Councils' websites.

### **Community Infrastructure Levy**

44. The Community Infrastructure Levy (CIL) is a tax on new development, which helps fund a wide range of strategic infrastructure, such as public transport, parks and community facilities, needed to support growth. Both councils had previously sought to introduce a CIL and had submitted draft charging schedules for Examination in 2014. The intention was for these to be Examined following the conclusion of the Examinations into the Local Plans. The councils each agreed to withdraw their CIL draft charging schedules in 2017 reflecting a number of changes in circumstances and to jointly reassess the position.
45. The Councils will update this Local Development Scheme if they intend to commence preparation of a CIL scheme.

### **Monitoring and Review**

46. The councils will monitor the progress of the work set out in this LDS and will publish the results as part of the annual AMR.
47. The LDS will be updated or reviewed where the need to do so is identified.

**Appendix 1:**

**Geographic extent of North East Cambridge Area Action Plan**

