

## TRANSPORT

### **NS/13 – Road infrastructure**

**Links development of the settlement to road improvements on the A14 to the south west. There are parallel provisions for access roads that avoid traffic impacts on Longstanton, Oakington and Willingham.**

Sustainability Appraisal Objectives [abridged in some cases]	Assessment			Comments / Proposed Mitigation
	Short	Med.	Long	
1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings	~	–	–	<b>Some marginal land-take for access roads between the south-west of the settlement and the A14.</b>
1.2 Reduce the use of non-renewable resources including energy	~	~	~	Effect assumed to be neutral alongside other policies on sustainable transport (see policy NS/14).
1.3 Limit water consumption to sustainable levels	~	~	~	
2.1 Avoid damage to designated sites and protected species	~	~	~	
2.2 Maintain / enhance range and viability of characteristic habitats and species	~	~	~	
2.3 Improve opportunities for people to access the countryside and wild places	~	~	~	
3.1 Avoid damage to designated historic sites and their settings	~	~	~	
3.2 Maintain diversity and distinctiveness of landscape and townscape	+	+	+	Proposals for road access aim to avoid adding traffic in Oakington and Longstanton, thereby helping to preserve their character.

3.3. Create places and spaces that look good and work well	~	~	~	
4.1 Reduce emission of greenhouse gases and other pollutants	—	—(—)	---	Absolute impact assumed to be negative since the policy provides for road infrastructure, although this will be offset by sustainable transport initiatives. Also reduces risk of additional road traffic in villages on emission levels. Therefore on air quality and therefore the negative mark might be reduced, moreover such impacts are inevitable given the need for development.
4.2 Minimise waste production and support recycling	~	~	~	
4.3 Limit or reduce vulnerability to flooding and other climate change impacts	~	~	~	
5.1 Maintain and enhance human health	~	~	~	However see 4.1 above.
5.2 Reduce and prevent crime and the fear of crime	~	~	~	
5.3 Improve the quantity and quality of publicly accessible open space	~	~	~	
6.1 Improve the quality, range and accessibility of services and facilities	+	+	+	Implicitly supportive although this is more addressed by policy NS/14.
6.2 Redress inequalities in age, gender, race, location, faith, disability, etc.	~	~	~	Addressed by NS/14.
6.3 Ensure all groups have access to decent, appropriate and affordable housing	~	~	~	
6.4 Encourage and enable active involvement of local people in the community	~	~	~	
7.1 Help people gain access to satisfying work appropriate to skills, potential and location	~	~	~	Access to work by alternative modes is addressed by policy NS/14.

7.2 Support appropriate investment in people, places, communications and infrastructure	~	~	~	
7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	+	Supportive in principle.
<b>Summary of assessment:</b> This policy addresses how Northstowe will be connected to the surrounding road network safely, efficiently and in a manner that does not create impacts on the surrounding villages.				
<b>Summary of mitigation proposals:</b> See above.				
<b>Secondary, cumulative or synergistic effects:</b> We understand that a Traffic Assessment of the impact of developments at Northstowe and Longstanton has been commissioned. Unfortunately we have not been supplied with a copy of this assessment. Clearly the impact of road traffic to / from the settlements on the already-congested A14 is a potentially significant cumulative impact since it will be difficult to provide local businesses and residents with convenient access to main road links by other routes leaving Northstowe to the north, east and south.				

#### NS/14 – Alternative modes

Defines the range of non-private car infrastructure that will be provided, including the guided busway system (with park& ride facility), internal bus routes within the settlement, footpaths, cycle and bridle-ways. Controls on car parking and car pooling with also be encouraged.

Sustainability Appraisal Objectives [abridged in some cases]	Assessment			Comments / Proposed Mitigation
	Short	Med.	Long	
1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings	~	~	~	
1.2 Reduce the use of non-renewable resources including energy	+	++	+++	Contributes to reduced emissions by encouraging sustainable transport choices within the settlement and for those living locally but working in Cambridge or Huntingdon.
1.3 Limit water consumption to sustainable levels	~	~	~	
2.1 Avoid damage to designated sites and protected	~	~	~	

species				
2.2 Maintain / enhance range and viability of characteristic habitats and species	~	~	~	
2.3 Improve opportunities for people to access the countryside and wild places	~	~	~	
3.1 Avoid damage to designated historic sites and their settings	~	~	~	
3.2 Maintain diversity and distinctiveness of landscape and townscape	+	+	+	Indirectly supportive if it enables a broad urban design in which the dominance of the private car (ie. the road network) is understated.
3.3. Create places and spaces that look good and work well	+	+(+)	++	As above.
4.1 Reduce emission of greenhouse gases and other pollutants	+	++	+++	Clear potential contribution from substituting travel modes. Also requires employers to present green travel plans.
4.2 Minimise waste production and support recycling	~	~	~	
4.3 Limit or reduce vulnerability to flooding and other climate change impacts	~	~	~	
5.1 Maintain and enhance human health	+	+(+)	++	Improved walking and cycling to work will contribute to healthier lifestyles.
5.2 Reduce and prevent crime and the fear of crime	~	~	~	(Although the need for secure cycle parking is recognised).
5.3 Improve the quantity and quality of publicly accessible open space	~	~	~	
6.1 Improve the quality, range and accessibility of services and facilities	+	++	+++	The guided busway, bus services and footpaths contribute to improved accessibility.
6.2 Redress inequalities in age, gender, race, location,	+	+(+)	++	Provides good access for the less mobile and those without a

faith, disability, etc.				car.
6.3 Ensure all groups have access to decent, appropriate and affordable housing	~	~	~	
6.4 Encourage and enable active involvement of local people in the community	~	~	~	
7.1 Help people gain access to satisfying work appropriate to skills, potential and location	+	+(+)	++	Good transport infrastructure should facilitate business growth, and the policy clearly addresses the requirement for sustainable commuting.
7.2 Support appropriate investment in people, places, communications and infrastructure	+	+	+	Implicitly supportive.
7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	+	Should facilitate business development as for 7.1, while supporting Cambridge's position.
<b>Summary of assessment:</b> A key sustainability policy which transposes several of the main Core Strategy policies into requirements to suit local conditions at Northstowe. The policy provides for convenient access either to transport facilities or to central services as a means of reducing private car reliance which will in turn affect priorities for the design of the settlement as a whole.				
<b>Summary of mitigation proposals:</b> The wording of part e) of the formal policy wording could make it clearer that employers will be expected to prepare green travel plans in support of the sustainable transport objectives of the LDF as a whole.				
<b>Secondary, cumulative or synergistic effects:</b> None identified, though there is a potential synergistic benefit provided residents can be encouraged to use sustainable transport as soon as they occupy local housing, and to remain loyal to it once initial subsidies from the developers have ended.				