

E DELIVERING CAMBRIDGE EAST

E1 PHASING AND IMPLEMENTATION

OBJECTIVES

- E1/a To ensure that the impact of the development of Cambridge East is kept to a minimum both in terms of physical impact and duration, and where possible adverse impacts are avoided through the management of the development process;**
- E1/b To ensure the early provision of key aspects of strategic landscaping at the beginning of each major phase of development;**
- E1/c To ensure that Cambridge East is developed using sustainable construction methods and principles;**
- E1/d To ensure that the development makes an appropriate contribution to the provision of services, facilities and infrastructure that will be needed for the development of the new urban quarter.**

Introduction

- E1.1** The new urban quarter of Cambridge East is an important part of the development strategy for the Cambridge Sub-Region. Whilst it is recognised that the Airport is unlikely to come forward for development until the latter part of the plan period to 2016, the Structure Plan identifies it as a high priority for a high density development at an early opportunity. Notwithstanding, the first phase of development north of Newmarket Road and west of the Park & Ride site is not constrained by the Airport relocation and can come forward early in the plan period. This is a high priority in terms of land supply in South Cambridgeshire and also in the Cambridge Sub-Region in view of the aim to increase the annual housebuilding rate in the Sub-Region from 2,000 dwellings per annum to 2,800 dwellings by 2006.

CONSTRUCTION STRATEGY

POLICY CE/34 Construction Strategy

- 1. A comprehensive construction strategy will be required for all phases of development.**

Site Accesses and Haul Roads

2. The location of the site accesses for construction vehicles will avoid all residential areas in the City and villages in the locality and ensure that any haul roads are located, designed and landscaped in such a way as to minimise any noise, smell, dust, visual or other adverse impacts on existing residents and businesses, and on the new residents and businesses at Cambridge East. Traffic flows will be monitored to ensure that the public has a mechanism to feedback any concerns that arise during development.
3. Any haul roads must be agreed with the Local Planning Authorities. They must be located, designed and landscaped in such a way as to avoid any noise, smell, dust, visual or other adverse impact on residents and businesses. At any point where on-site temporary haul routes for construction traffic enter the public highway, provision should be made for the cleaning of vehicle tyres to avoid deposition of mud / debris on the public highway and the generation of dust.

Construction Methods

4. Development at Cambridge East will be required to recycle construction waste within the site during construction and in the long term. Exceptions would include waste having potentially hazardous properties and any other materials where off-site treatment would be more appropriate. A 'Resource Re-use and Recycling Scheme' will be needed to address treatment of all waste arising during the development.
5. Development should maximise the re-use and recycling of any suitable raw materials currently available on the site during construction, such as redundant buildings or infrastructure.

Construction Spoil

6. Use of construction spoil should take account of the landscape character and avoid features alien to the topography, by generally raising ground levels. There will be limited opportunities for mounding to act as noise barriers to protect communities from traffic noise. An agreed programme of earth moving will be required to deliver the agreed landscape strategy.

Earth Moving : North of Newmarket Road

7. The programme of earth moving for the development as a whole must ensure that the approach for Phase 1 of the development north of Newmarket Road is capable of being implemented in a

sustainable way without adverse impact on this stage of the development.

Storage Compounds, Plant and Machinery

- 8. Storage compounds, plant or machinery must be located, designed and used to avoid noise, smell, dust, visual, or other adverse impact on existing residents and businesses. Adequate provision will need to be made for the storage of fuel and vehicles in a way that minimises risk of pollution to surface water or aquifers.**

Construction Activities

- 9. Contractors will be required to be bound by the requirements of the 'Considerate Contractors Scheme'.**

Development Starting on Site

- 10. In the event of development at more than one location, all phases of development will be connected either to each other or the adjoining part of Cambridge as appropriate, and to any services and facilities by public transport, cycle and pedestrian routes through the site.**

Site Accesses

- E1.2 Cambridge East will be under construction for a very long period of time and the construction process will need careful management in order that disruption to the adjacent parts of the City and nearby villages as well as to the parts of Cambridge East that have already been built is avoided. Avoidance of impact will be the objective but, where this is not possible, disruption will be kept to a minimum both in magnitude and duration. Realistically it will not be possible to avoid any impact when development is being undertaken immediately adjoining existing areas but measures should be taken to reduce that impact as far as possible. Forecasts of the development traffic should be taken into account in planning for construction traffic.
- E1.3 Cambridge East will be developed adjacent to the urban area of Cambridge and close to the two villages of Fen Ditton and Teversham. In all cases, it will be necessary to ensure that disruption to existing residents is avoided wherever practicable and otherwise minimised in effect and duration and that main routes which avoid passing through residential areas are used wherever possible. For example, construction vehicle access from the A14 should not be via the Ditton Lane junction, but should use the Quy junction to the east.

Construction Methods

- E1.4 Whilst some of the buildings at Cambridge Airport and North Works may be capable of use within the development, either temporarily or on a more permanent basis, others will not be required. Removal of the runway will also generate significant amounts of material. Much of the material generated could be recycled during construction eg providing a local source of hardcore, reducing the amounts of material which will have to be imported onto the site.
- E1.5 A temporary processing plant could be located on the site to treat the waste construction material. Any application would be dealt with by Cambridgeshire County Council as the waste planning authority. Exceptions to on-site treatment would include hazardous materials and any other materials where off-site treatment would be more appropriate e.g. reprocessing of steel from the hangars on the Airport.
- E1.6 A Resource Re-use and Recycling Scheme requires categorising of nature and type of waste or surplus material arising, its volume, and proposals for dealing with each component. This promotes waste minimisation, and maximises opportunities for re-use and recycling of materials.
- E1.7 The development process itself can have a significant impact on surrounding residents and businesses. Haul routes, storage compounds, plant and machinery can all be located in such a way as to minimise this impact.

Construction Spoil

- E1.8 Development on the scale and density proposed will lead to a very significant amount of material being dug out which will form construction spoil. Experience has shown that accommodating this material requires a careful strategy if it is not to have an adverse impact on amenity and the landscape. It would not be acceptable to alter the land forms locally by concentrating the spoil into one or more large mounds as this would introduce an alien character into this area of gentle relief.
- E1.9 It would not be appropriate to transport spoil over considerable distances as this would be unsustainable and simply transfer the problem to elsewhere and the general principle should be for construction spoil to be treated and utilised on site.
- E1.10 Any structural landscaping using surplus soils should be limited to clean soil resources arising only from within the development, to prevent the possibility of mixed demolition wastes and soils being used which would cause difficulties for the establishment of landscaping and present a pollution risk.
- E1.11 Construction spoil can be used in the construction of sport and recreation facilities. For example, earth mounds can be used for creating athletics training areas and BMX cycling tracks, provided this is in appropriate

locations and will not have adverse implications for landscape character. Such facilities would therefore normally be expected to be located on public open spaces within the built-up area of Cambridge East rather than in the Green Corridor and in other landscape areas.

Earth Moving: North of Newmarket Road

- E1.12 The issue of landscaping and management of spoil will be equally important for the first phase of development north of Newmarket Road. In particular, the strategy for handling spoil in this limited area will need careful consideration and interim solutions may need to be identified pending the relocation of the Airport.

Storage Compounds, Plant and Machinery

- E1.13 As part of an overall strategy to minimise the impact of construction activity, storage compounds, plant and machinery must be located where they will have least impact on the amenity of existing businesses and residents as well as the new residents and businesses at Cambridge East.

Construction Activities

- E1.14 Cambridge City Council, in association with the Cambridge Forum for the Construction Industry runs a 'Considerate Contractors Scheme' designed to ensure that construction activities do not make life unpleasant for people who live and work nearby.
- E1.15 The 'Considerate Contractors Scheme' requires that all contractors, sub contractors, suppliers and others working on a project:
- (i) Have **consideration** to neighbouring uses to minimise disturbance;
 - (ii) Keep **noise** to a minimum and in particular that there are no works that are audible at the site boundary outside permitted working hours;
 - (iii) Keep all areas adjacent **clean** including from dust and smoke;
 - (iv) Keep each development site **tidy**;
 - (v) Ensure that all activities, vehicle movements etc are carried out **safely** for workers and the general public.
- E1.16 Adopting this scheme will go a long way to minimising disruption from this long term development project.

Development Starting on Site

- E1.17 In the event that development commences at more than one location, all phases of development will need to be connected from the outset either to the

rest of the development and/or the adjoining part of the City by public transport, cycle and pedestrian routes through the site.

STRATEGIC LANDSCAPING

POLICY CE/35 Early Delivery of Strategic Landscaping

Early Delivery of Landscaping

The approach to landscaping of the site for the new urban quarter is for the early establishment of woodland, tree and hedgerow planting at the beginning of each major phase of development. The planning conditions/ legal agreements covering landscaping should include provisions for the developers to maintain landscaping and replace dead stock for a period of 10 years and details of long term management thereafter.

- E1.18 Part of the strategy for minimising impacts of the development will involve the landscaping of the new urban quarter phased early on as each major part of the overall development comes forward. Landscaping will involve both earth moving and could help with the general management of spoil which will be created from digging footings, land drains, surface water attenuation lakes etc.
- E1.19 Woodlands, individual trees and hedgerows will also be planted during the development of Cambridge East. The delivery of an agreed landscape strategy will need to be managed to ensure that each development area is landscaped before much of the development is started and to be completed promptly upon the completion of each phase of development.

MANAGEMENT OF SERVICES, FACILITIES, LANDSCAPE AND INFRASTRUCTURE

POLICY CE/36 Management of Services, Facilities, Landscape and Infrastructure

Management strategies for services, facilities, landscape and infrastructure will be submitted to the local planning authorities for adoption prior to the granting of outline planning permissions to ensure high quality, robust and effective implementation, adoption and maintenance. Landownership for these uses should be as simple as possible, preferably in a single ownership to void fragmentation. In particular, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant

advantages and should therefore be investigated. Management strategies should cover:

- (i) The method of funding of implementation, management and maintenance;**
- (ii) The body or trust that will be responsible;**
- (iii) Monitoring and review requirements.**

Management Strategies will need to demonstrate that they receive the full support of the local communities who must be involved in the development of services, facilities, landscape and infrastructure.

- E1.20 It is important that not only are the services, facilities, landscape and infrastructure needed by the urban quarter provided to a high quality, but that they are properly and effectively implemented, managed and maintained if they are to meet the needs of the community in the long term. There would be advantages in single ownership to avoid fragmentation and assist in effective management. This particularly applies to the open areas for recreation, landscape and biodiversity.
- E1.21 The Area Action Plan is not specific about the number of management strategies. However, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant advantages to ensuring a holistic approach to the management of open spaces, where the respective needs of the various land uses and functions within those spaces can be addressed, and should therefore be investigated.

TIMING / ORDER OF SERVICE PROVISION

POLICY CE/37 Timing / Order of Service Provision

Any outline planning permission and legal agreement will include a schedule of services, facilities and infrastructure to be funded by the master developer/consortium of builders at Cambridge East together with a timetable for their provision during the development of the new urban quarter. The guiding principle is that services, facilities and infrastructure will be provided at stages in the development process when the need for them is forecast to arise which will be delivered according to a set of trigger points tied to numbers of dwellings completed or such other stage of the development as advised by the service/facility/infrastructure providers.

- E1.22 The services, facilities and infrastructure at Cambridge East which will be provided by the development are those which are required only and entirely to serve the new urban quarter. The principle that development will fund in full

the services, facilities and infrastructure that are required to enable the development to proceed and to meet the needs of its residents and other users is enshrined in planning law and government policy.

- E1.23 The main purpose of the first version of the Area Action Plan will be to bring forward the development of land north of Newmarket Road. The main part of the development cannot come forward until the Airport relocates later in the plan period, and the Area Action Plan will be reviewed early to help with this.

CAMBRIDGE AIRPORT SAFETY ZONES

POLICY CE/38 Cambridge Airport Safety Zones

Within the Cambridge Airport Public Safety Zones identified on the Proposals Map, there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land.

- E1.24 The Annex to Department for Transport (DfT) Circular 1/2002, Control of Development in Airport Public Safety Zones requires such zones to be safeguarded and identified in Development Plans. DfT has now advised that Public Safety Zones have been established for Cambridge Airport. Part of those zones lie within the area of Cambridge East Area Action Plan. The Circular advises that within these Zones development should be restricted in order to minimise the number of people on the ground at risk of death or injury in the event of an aircraft crash on take-off or landing. There are safety benefits from preventing any new development or change of use which would result in a significant increase in the numbers of people within such zones except for uses such as long stay surface car parking, allotments and public open space which is of low intensity use.

PHASING OF DEVELOPMENT

POLICY CE/39 Phasing North of Cherry Hinton

- 1. North of Cherry Hinton some limited development adjacent to the operating Airport will only be acceptable, subject to environmental and health impact assessments, and the closure of the grass runways.**
- 2. Before the relocation of the Airport is resolved, only limited development can take place both to ensure housing is at sufficient distance from the runway to protect amenity and also so that it is of a scale that can relate to, and be served by,**

existing development to the south. This could be in the order of 800 dwellings.

- 3. Once there is certainty over the relocation of the Airport, a larger phase of development could come forward that will relate to, and be served by, the new urban quarter. This could be in the order of 1,700-2,500 dwellings (including any earlier limited development under criterion 2).**

- E1.25 The development of a large new urban quarter of the scale of Cambridge East will inevitably be phased over a lengthy period. The issue of relocation of Cambridge Airport is an additional factor influencing a phased approach. The opportunity to bring forward an early first phase of development on land north of Newmarket Road ahead of the relocation of the Airport has been addressed throughout the Area Action Plan.
- E1.26 The Area Action Plan will be reviewed soon after it is adopted, once there is more certainty over the timing of the relocation of the Airport. A further consideration is whether there is scope to bring forward a second phase of development north of Cherry Hinton ahead of the Airport relocating. This would not be prohibited by the operation of the main runway, although all existing grass runways would have to close. Potentially in the order of 1,700-2,500 dwellings could come forward on land that would not be constrained by the Airport.
- E1.27 However, there are wider considerations. The issues of noise and air quality would need to be investigated to ensure that a satisfactory residential environment could be created, and only if that could be achieved would any development be appropriate ahead of the airport relocating. The health impacts should also be carried out for any new development to assess the effect of the ongoing airport operations on the new community. Even if this indicated that some development could take place, regard must be had to the need to create a development of an appropriate scale which will relate to its surroundings.
- E1.28 Ideally, it would be desirable for the heart of the new urban quarter to come forward relatively early in the development to bring forward services and facilities for residents and also provide a critical mass to support early provision of the dedicated public transport routes to help encourage a culture of sustainable living for residents of the new development from the outset. It is much more difficult to change people's habits once they have become established. However, the long term timing of the Airport relocation may justify bringing forward a second phase of development north of Cherry Hinton if this can be satisfactorily achieved. This would also help both Councils in terms of meeting their housing land supply requirements contained in the Structure Plan to 2016. The review of the Area Action Plan will address in more detail whether a further phase of development could come forward north of Cherry Hinton before the Airport relocates, having

particular regard to the ~~issues of~~ issue of creating a sustainable community in this location, health impacts, noise and air quality as key issues to be resolved ahead of any decision on timing of development of this area.