

DELIVERING CAMBRIDGE EAST

CE/33 – Construction strategy

Defines a range of measures to be used to manage construction activities on site to minimise their impact on neighbouring land uses (especially residential areas) and off-site impacts resulting from transportation of materials, dust and water contamination.

| 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 | + | + | + | <p>Addressed in part. Mentions requirement to retain spoil and other materials on site rather than removing them will reduce plant fuel consumption. Construction methods requirements are consistent with policy CE/29 in providing for recycling.</p> <p>We have a concern that para. E1.8 appears to imply spoil would be excavated and would have to be spread over an area so that it does not form alien features. This approach appears to add to the activity involved in placing and then re-excavating material, and we question whether temporary spoil storage heaps should be permitted, provided there are suitable controls on their height, lateral spread, and how long they remain.</p> |
| 1.3 Limit water consumption to sustainable levels | ? | ? | ? | Not addressed explicitly. Site activities are potentially large consumers of water and this issue will need to be addressed through a construction strategy. |
| 2.1 Avoid damage to designated sites and protected species | ~ | ~ | ~ | |

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| 2.2 Maintain / enhance range and viability of characteristic habitats and species | + | + | + | Implicit in measures to prevent impacts around the site during construction. |
| 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 | ~ | ~ | ~ | |
| 3.3. Create places and spaces that look good and work well | ~ | ~ | ~ | |
| 4.1 Reduce emission of greenhouse gases and other pollutants | ++ | ++ | ++ | <p>Supports emission reduction by encouraging recycling / retention rather than removal of useful materials. Explicit controls are provided to prevent dust, water, noise, light impacts and excessively unsightly site practices.</p> <p>However the arrangements detailed in paras. E1.2 and E1.3 constrain access to the northeastern edge of the site (from the A14 / A1303 Newmarket Road) as the need to avoid impact on adjacent residential areas appears to preclude access from the south and east (vehicles would pass through Teversham and / or Cherry Hinton), southwest (impact on Cambridge inner ring road and housing (east Romsey), west and northwest (Ditton Fields and Fen Ditton). If correct this would clearly affect traffic levels on the A1303 which is congested during the rush hour.</p> |
| 4.2 Minimise waste production and support recycling | + | + | + | Clearly supportive although see comments for policy CE/29. |

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| 4.3 Limit or reduce vulnerability to flooding and other climate change impacts | ? | ? | ? | Potentially neutral. Clause 5 acknowledges need to prevent water contamination, but there are also issues of disruption of natural and artificial drainage during construction that will need to be addressed through a construction strategy. These are likely to be more significant in the core of the site (centred on the runway) and therefore will arise later in the plan period. |
| 5.1 Maintain and enhance human health | + | + | + | Addresses potential local impacts on air, water, noise, etc. |
| 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 | ~ | ~ | ~ | |
| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 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 | ~ | ~ | ~ | |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | ~ | ~ | ~ | |

7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy

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Summary of assessment: Many sustainability strengths in reiterating the need to maximise recycling of materials and minimise the impacts of site activities and access, both of which will affect the surrounding area over a sustained period due to the extended development timescale.

Summary of mitigation proposals: We have identified two potential concerns. First, access proposals that avoid residential areas imply it is only feasible from the A1303 Newmarket Road at the northeast end of the site, and this suggests site traffic could add to rush hour congestion. Second, proposals that construction spoil should not be stored in heaps prior to re-use on site appears to complicate the process of storing and then re-excavating the materials. We propose that this form of storage should be permitted, subject to controls on the height, lateral spread (which will also be subject to safety policy) and duration of storage. The assessment (and that of policy CE/26) identifies other issues such as the need to carefully plan site drainage so that permanent features are installed early, and so that site access routes, etc., do not interfere with natural drainage across the site. Para. A.9 of the plan identifies the need for a number of strategies for managing the delivery of the urban quarter, and we assume that this will include a more specific construction strategy which can be drawn up once initial master planning is complete and more is known about the layout and sequence of developments

Secondary, cumulative or synergistic effects: Most construction activities have temporary – and in some cases cumulative – impacts, which will be particularly significant at Cambridge East because work is scheduled to begin in 2006/7 north of Newmarket Road, and will continue for at least 10 years thereafter on other parts of the site. The construction strategy above will be essential for managing the mitigation of traffic, noise, air, etc., impacts over this period, and it will also need to be reviewed periodically.

CE/34 – Strategic landscaping

Requires the developer(s) to plant vegetation screens at the start of each phase of development and to maintain the stock over a 10 year period.

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

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| 1.2 Reduce the use of non-renewable resources including energy | ~ | ~ | ~ | |
| 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 | + | + | + | Positive provided the vegetation is /are locally prevalent species. Specific priorities are screening along the western of the land north of Newmarket Road (screening for houses along Ditton Lane and the southern edge of Fen Ditton) |
| 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 | + | + | + | Assessment may be a little generous as the policy focuses on early delivery of landscaping as a visual mitigation measure, although clearly it has a lasting benefit. |
| 3.3. Create places and spaces that look good and work well | ~ | ~ | ~ | (Does not meet any of the specified decision-making criteria but implicitly it contributes, complementing 3.2.) |
| 4.1 Reduce emission of greenhouse gases and other pollutants | ~ | ~ | ~ | No obvious impacts although plant root systems will assist soil stabilisation in areas where landscaping involves new soil as well as vegetational screens. |
| 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 | ? | ? | ? | Indirect effects in terms of limiting visual intrusion and possibly |

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| | | | | providing a barrier in some areas to wind-blown dust. |
| 5.2 Reduce and prevent crime and the fear of crime | ~ | ~ | ~ | |
| 5.3 Improve the quantity and quality of publicly accessible open space | + | + | + | Will contribute in the longer term. |
| 6.1 Improve the quality, range and accessibility of services and facilities | ~ | ~ | ~ | |
| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 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 | ~ | ~ | ~ | |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | ~ | ~ | ~ | |
| 7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy | ~ | ~ | ~ | |
| Summary of assessment: Little to comment on as strategic landscaping aims to mitigate visual impacts of development while also providing a lasting asset on the site which will contribute to the quality of the open space in the urban quarter. | | | | |
| Summary of mitigation proposals: None identified. | | | | |
| Secondary, cumulative or synergistic effects: None identified. | | | | |

CE/35 – Management of services, facilities, landscape and infrastructure

Requires the developer(s) to submit strategies for the management of all local infrastructure, ideally proposing a straightforward approach, which is funded appropriately, monitored regularly, and the support of the local community.

| 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 | ~ | ~ | ~ | |
| 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 | ~ | ~ | ~ | |
| 3.3. Create places and spaces that look good and work well | ~ | ~ | ~ | |
| 4.1 Reduce emission of greenhouse gases and other pollutants | ~ | ~ | ~ | |
| 4.2 Minimise waste production and support recycling | ~ | ~ | ~ | |

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| 4.3 Limit or reduce vulnerability to flooding and other climate change impacts | ~ | ~ | ~ | |
| 5.1 Maintain and enhance human health | ~ | ~ | ~ | |
| 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 | ~ | ~ | ~ | |
| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 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 | ++ | ++ | ++ | Requires public involvement, though the management strategies will presumably precede development and therefore it is not clear how the proposals can guarantee the support of the (eventual) residents. We assume these will be provisional proposals, possibly based on best practice or comparable development elsewhere. |
| 7.1 Help people gain access to satisfying work appropriate to skills, potential and location | ~ | ~ | ~ | |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | + | + | + | Supportive in the long-term. |

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| 7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy | + | + | + | As for 7.2, since effective management will ensure infrastructure provides appropriate and cost-effective support to the local economy (not to mention residents). |
| Summary of assessment: A straightforward policy which aims to establish management procedures ensuring the long-term, cost-effective management of all local infrastructure. | | | | |
| Summary of mitigation proposals: As the strategy needs to be defined before planning permission is granted, it could be made clearer how the Council expects the developers to canvass local opinion on proposed management approaches, possibly 1-2 years before the first properties are occupied. | | | | |
| Secondary, cumulative or synergistic effects: None identified. | | | | |

CE/36 – Timing / order of service provision

Requires the developer(s) to prepare a schedule for delivering services, facilities and infrastructure coordinated with completion of dwellings or other milestones.

| 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 | ~ | ~ | ~ | |
| 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 | ~ | ~ | ~ | |

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| 3.1 Avoid damage to designated historic sites and their settings | ~ | ~ | ~ | |
| 3.2 Maintain diversity and distinctiveness of landscape and townscape | ~ | ~ | ~ | |
| 3.3. Create places and spaces that look good and work well | + | ++ | +++ | Clearly essential otherwise housing will be unserved by local amenities, etc., out-of-quarter commuting habits will be established and there will be a knock-on effect on other policies, notably sustainable transport. |
| 4.1 Reduce emission of greenhouse gases and other pollutants | + | +(+) | ++ | Knock-on effects on commuting as summarised above. |
| 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 | + | + | + | Implicit contribution because phased local facilities are more likely to encourage people to walk or cycle. |
| 5.2 Reduce and prevent crime and the fear of crime | ? | ? | ? | Do the extra facilities help to give the quarter well-populated feel? Some will provide community interaction which can counteract this problem. |
| 5.3 Improve the quantity and quality of publicly accessible open space | + | +(+) | ++ | A component of the infrastructure therefore must be beneficial. |
| 6.1 Improve the quality, range and accessibility of services and facilities | ++ | ++(+) | +++ | Obvious benefit which grows as the range of facilities expands with the quarter. |
| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 6.3 Ensure all groups have access to decent, | ~ | ~ | ~ | |

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| appropriate and affordable housing | | | | |
| 6.4 Encourage and enable active involvement of local people in the community | + | + | + | See comments for 5.2. |
| 7.1 Help people gain access to satisfying work appropriate to skills, potential and location | + | +(+) | ++ | Must be scaled with growth as infrastructure supports any local employment that is created. |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | +++ | +++ | +++ | The principal objective of this policy. |
| 7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy | + | + | + | Supports business development on a local scale. |
| Summary of assessment: Not so much sustainable as essential. See comments under secondary, etc. effects below. | | | | |
| Summary of mitigation proposals: None identified. | | | | |
| Secondary, cumulative or synergistic effects: <i>The principal secondary cumulative impact to be avoided is failing to provide enough local facilities at the appropriate time, which will undermine at aim of creating a socially cohesive community from the outset (on any scale) and which will leave residents with no choice to look for entertainment, shops, jobs, etc. outside the quarter, undermining its intended role as a district centre drawing people toward it.</i> | | | | |

CE/37 – Cambridge airport safety zone

Precludes development within the recently-declared zone if this is likely to increase the density of occupancy of the land, whether as a result of employment or residence.

| 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 | ~ | ~ | ~ | |
| 1.3 Limit water consumption to sustainable levels | ~ | ~ | ~ | |

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| 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 | ~ | ~ | ~ | |
| 3.3. Create places and spaces that look good and work well | ~ | ~ | ~ | |
| 4.1 Reduce emission of greenhouse gases and other pollutants | ~ | ~ | ~ | |
| 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 | + | + | + | In principle supportive although it does not specifically address the decision-making criteria in the SA Framework. |
| 5.2 Reduce and prevent crime and the fear of crime | ~ | ~ | ~ | |
| 5.3 Improve the quantity and quality of publicly accessible open space | ~ | ~ | ~ | Potentially beneficial if it means open space can be provided in the vicinity of the airport, and that this is not occupied by large numbers of people. |
| 6.1 Improve the quality, range and accessibility of services and facilities | ~ | ~ | ~ | |

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| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 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 | ~ | ~ | ~ | Effect neutral provided it does not prevent establishment of new employment. |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | ~ | ~ | ~ | |
| 7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy | ~ | ~ | ~ | As for 7.1. |
| Summary of assessment: Policy is consistent with Department for Transport policy. However a small area at the south east edge of the land north of Newmarket Road lies within the PSZ and therefore might be developed while the airport is still operational. It is not evident from the concept diagram what land use is proposed for this part of the site, and would have to be taken into account in the masterplanning of the area. The corresponding southern end of the site will not be developed until aviation activities have moved. | | | | |
| Summary of mitigation proposals: See above. | | | | |
| Secondary, cumulative or synergistic effects: None identified. | | | | |

CE/38 – Phasing north of Cherry Hinton

Proposes the early development of an area southeast of the airport runway (which would continue to operate in the interim) and the northern edge of Cherry Hinton in order to bring forward an extra 800 dwellings, possibly rising to 2000 subject to further assessment of feasibility. The policy acknowledges the uncertainty about the timing of relocation of the airport, and the need to consider noise and other impacts on the desirability of bringing forward development at an early stage.

Sustainability Appraisal Objectives
[abridged in some cases]

Assessment
Short Med. Long

Comments / Proposed Mitigation

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|---|-----|-----|-----|---|
| 1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings | (-) | (-) | (-) | Much of the land for this part of the development appears to occupy open farmland. This represents a negative impact in absolute terms, although the requirements of and preparatory work for the Structure Plan and adopted Local Plan mean this represents the most sustainable local location and the relative impact is therefore negligible. |
| 1.2 Reduce the use of non-renewable resources including energy | ~ | (-) | (—) | Same issue of relative / absolute impacts as for 1.2. in terms of the impact of additional dwellings on energy consumption. |
| 1.3 Limit water consumption to sustainable levels | ~ | (-) | (—) | As above. |
| 2.1 Avoid damage to designated sites and protected species | ~ | ~ | ~ | |
| 2.2 Maintain / enhance range and viability of characteristic habitats and species | ? | ? | ? | Will involve loss of open land but it is not possible at this time to determine its biodiversity value. This area will have some open spaces and there will be compensatory space in the green corridor and separation to the north. |
| 2.3 Improve opportunities for people to access the countryside and wild places | ~ | ~ | + | Area is adjacent to green corridor and green separation but these will not be accessible until the airport has been relocated. |
| 3.1 Avoid damage to designated historic sites and their settings | ~ | ~ | ~ | No indication of listed structures in this area. |
| 3.2 Maintain diversity and distinctiveness of landscape and townscape | ~ | ~ | ~ | Assumed to be addressed in the site design guide. |
| 3.3. Create places and spaces that look good and work well | ~ | ~ | ~ | As above. |
| 4.1 Reduce emission of greenhouse gases and other pollutants | (-) | (-) | ~ | The policy acknowledges occupants of the first dwellings could be subject to noise and air quality impacts as the airport continues to operate, although it is possible the level of activity |

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| | | | | <p>may decline once it is known if and when relocation will occur. This issue suggests development could only be considered in the eastern half of the area to the south of the green separation, which would be roughly the same distance from the operational runway as houses at the west end of Teversham. However this suggests that temporary screening would be needed to mitigate visual, noise and other impacts, which would be removed once the rest of this area is developed. Local monitoring will be necessary to determine whether this policy would breach the guidance in PPG24, and policy CE/30.</p> <p>Early occupants would also be subject to a longer period of potential disturbance from construction noise, which would have to be addressed through the construction strategy.</p> |
| 4.2 Minimise waste production and support recycling | ~ | (-) | (—) | As for 1.1, etc. |
| 4.3 Limit or reduce vulnerability to flooding and other climate change impacts | ? | ? | ? | The Council's SFRA maps show a small area of 100-year flood risk along the line of Drain 198 which will require mitigation whenever development occurs. |
| 5.1 Maintain and enhance human health | (-) | (-) | ~ | Principal impacts are likely to be noise and air quality due to proximity to the airport, with continuing disturbance possible from construction activity on the western part of the site once the airport has relocated. Comments under 4.1 above also apply to this objective. |
| 5.2 Reduce and prevent crime and the fear of crime | ~ | ~ | ~ | |
| 5.3 Improve the quantity and quality of publicly accessible open space | ~ | ~ | + | As for 2.3. |

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| 6.1 Improve the quality, range and accessibility of services and facilities | – | – | ? | Early occupants will not be able to access local services as the District Centre of the quarter cannot be built until the airport has been relocated. The policy text acknowledges that shopping behaviour may be hard to adjust once it has become entrenched and this suggests the early residents may have to use facilities away from the quarter (eg. the group of supermarkets at two sites on Coldham's Lane and facilities on the edge of Cherry Hinton / Fulbourn). |
| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing | + | +(+) | ++ | Bringing forward housing provision will help to address the shortfall noted in the Scoping Report. |
| 6.4 Encourage and enable active involvement of local people in the community | ? | ? | ? | Development of this part of the site should include appropriate community facilities from an early stage, regardless of the timing relative to relocation of the airport, to ensure residents do not feel distanced from the rest of the quarter beyond the green corridor. |
| 7.1 Help people gain access to satisfying work appropriate to skills, potential and location | ? | ? | ? | Does not address this objective specifically, however any local employment resulting from this development is assumed to be located north of the green corridor and would not be available for some time. Therefore it appears early occupants would have to look for work elsewhere in Cambridge, and therefore early development of this part of the site must be accompanied by good public transport links. This need is acknowledged in the supporting text. |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | ? | ? | ? | Not clear at this stage what school facilities would be provided. |
| 7.3. Improve the efficiency, competitiveness, vitality and | ~ | ~ | ~ | |

adaptability of the local economy

Summary of assessment: The rationale for bringing forward this part of the development is assumed to be driven by the need to maintain house building targets and proceed as quickly as possible with Cambridge East subject to uncertainty about the long-term use of the airport site. It will be necessary to undertake monitoring to determine whether early development would expose new residents to levels of noise and other impacts from the airport which contravene requirements of PPG14 and Cambridge East policy CE/30, and such assessment must also recognise the potential cumulative impact of disturbance from the airport and any other local construction activity. A longer-term concern is the impact of early development on the cohesion of the urban quarter. The southern part will be separated from the north by the green corridor, and the key parts of the north which benefit southern residents (ie. the district centre and employment land uses) cannot be redeveloped until the airport activities have moved. Consequently there is a risk that early occupants of the south will look outside the quarter for employment, shopping and entertainment and that, as the policy acknowledges, it will be difficult to encourage them to re-align shopping and other habits once the northern sector is complete.

Summary of mitigation proposals: The concept diagram shows a single Local Centre serving the area north of Newmarket Road, recognising this sector will be built first, some time before the District Centre can be built. This policy appears to propose a similar approach to the southern sector, with a later start date, but still constrained by the continued use of much of the site by the airport. The AAP for Northstowe proposes a District Centre and five Local Centres for a community of 8000 homes (once complete), whereas Cambridge East will be 50% larger. This raises the issue of whether it would be appropriate to include a Local Centre in this southern sector regardless of when it is developed, linking it to the District Centre and employment areas using a public transport shuttle bus as at Northstowe. Before the District Centre and this link is complete, the Local Centre could provide a focus for social activity as well as local shopping, preventing the early residents from becoming used to commuting to Coldham's Lane or other nearby retail areas. Added to this it will be necessary to provide good public transport links integrated with those serving employment centres in the rest of the city as this part of the development appears to have no local employment other than that which would be provided in the Local Centre (ie. retailing and other services). This need is acknowledged by the current policy.

Secondary, cumulative or synergistic effects: As indicated above, the principal concerns are the cumulative effect of noise and other impacts on early occupants of the site, and it will be necessary to monitor levels at the airport before a decision is taken to re-schedule development of this area. Part of this cumulative impact will arise from other construction activity which will persist after the airport activities have moved, and this will need to be mitigated by basic construction management processes to be detailed in a construction strategy, and by local remediation measures including the strategic landscaping covered by policy CE/34.