

APPENDIX B

North East Cambridge Draft Area Action Plan

2 June 2020

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| Policy 13c: Housing for local workers |
| <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

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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 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 234,500m² 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

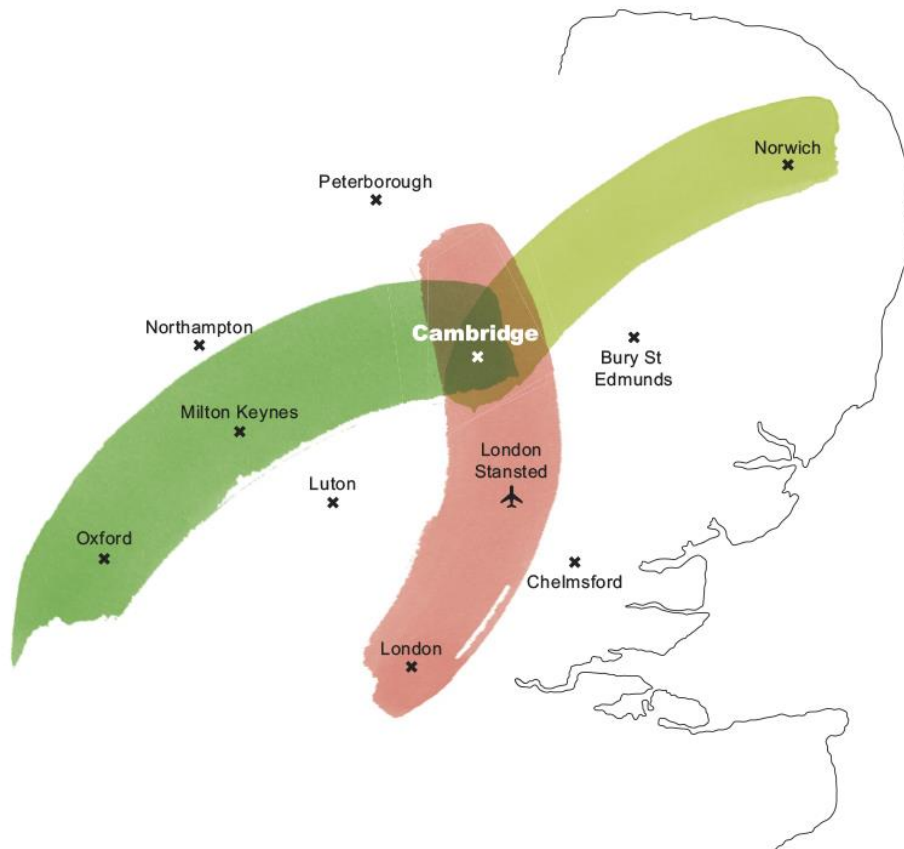


Figure 2: North East Cambridge in context

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

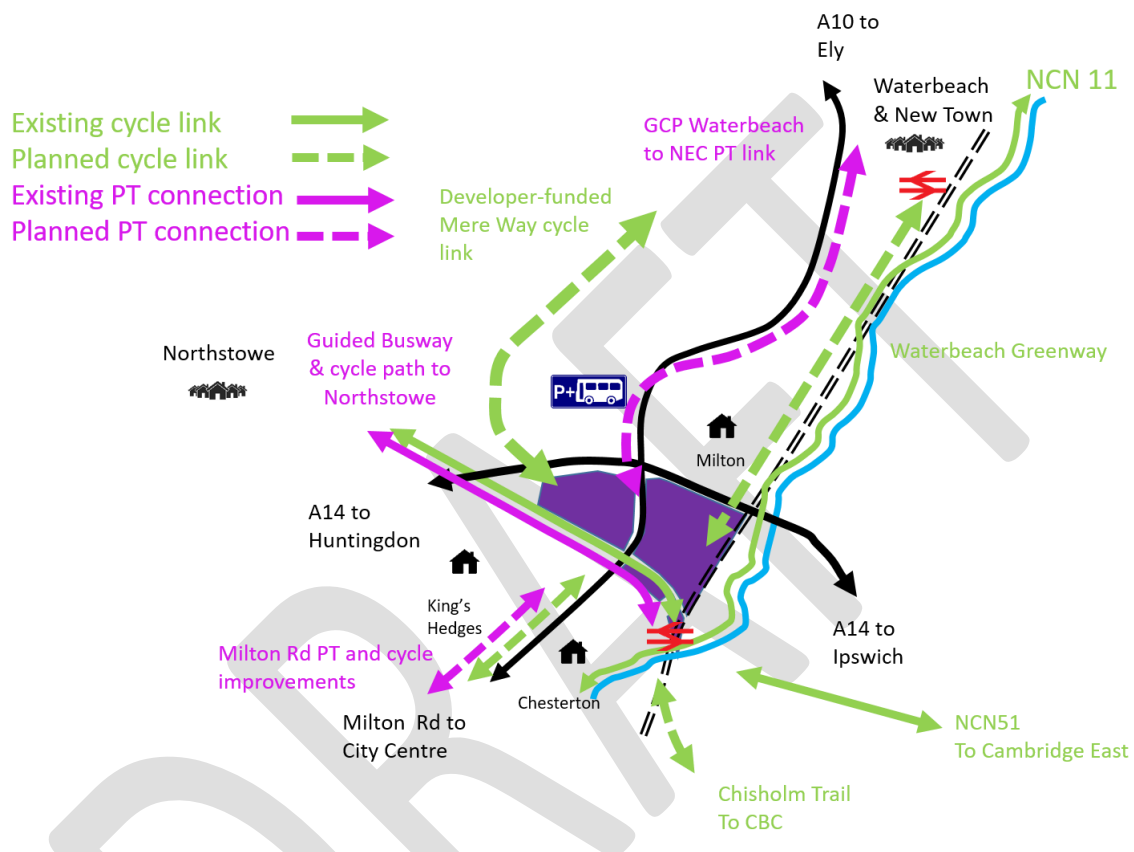


Figure 4: Existing and planned public transport and strategic cycling infrastructure

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.

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

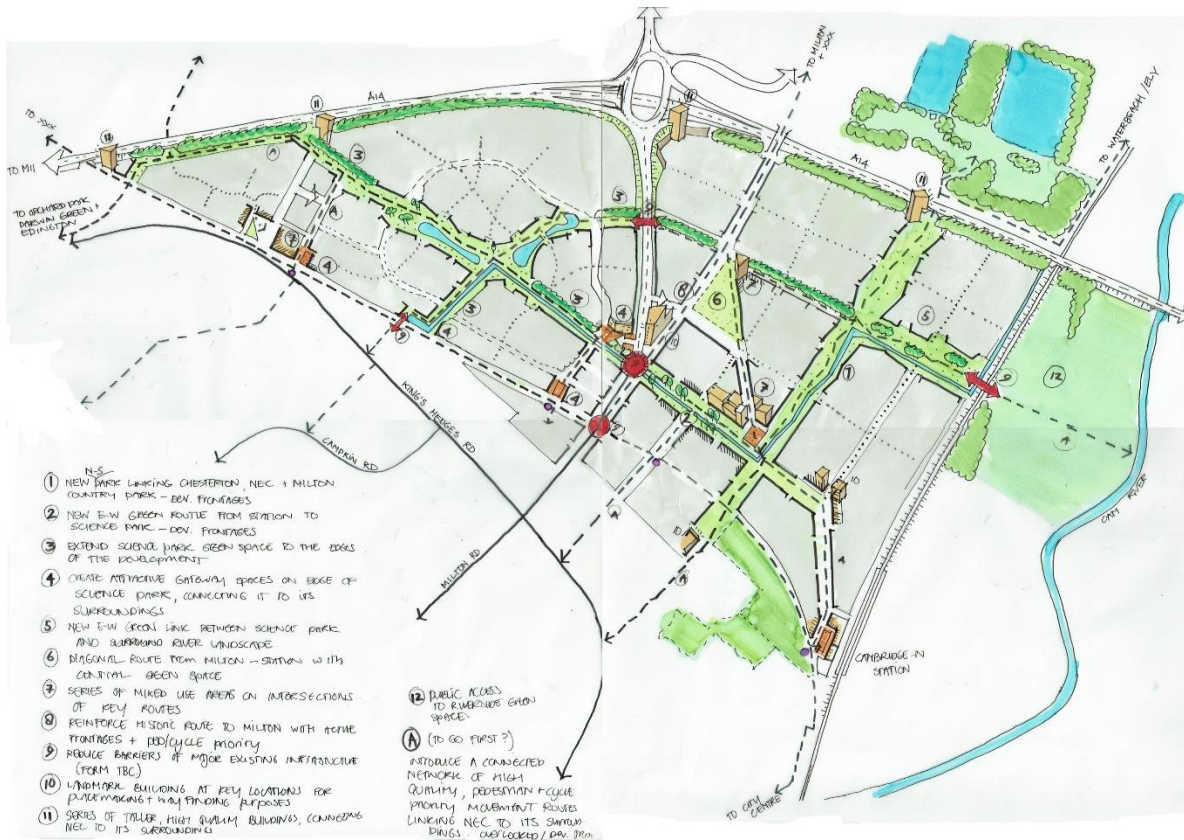


Figure 10: Key components of the Spatial Framework

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 targets¹.

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

¹ <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 data². 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). 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/) 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/).

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/) 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 (m²) 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

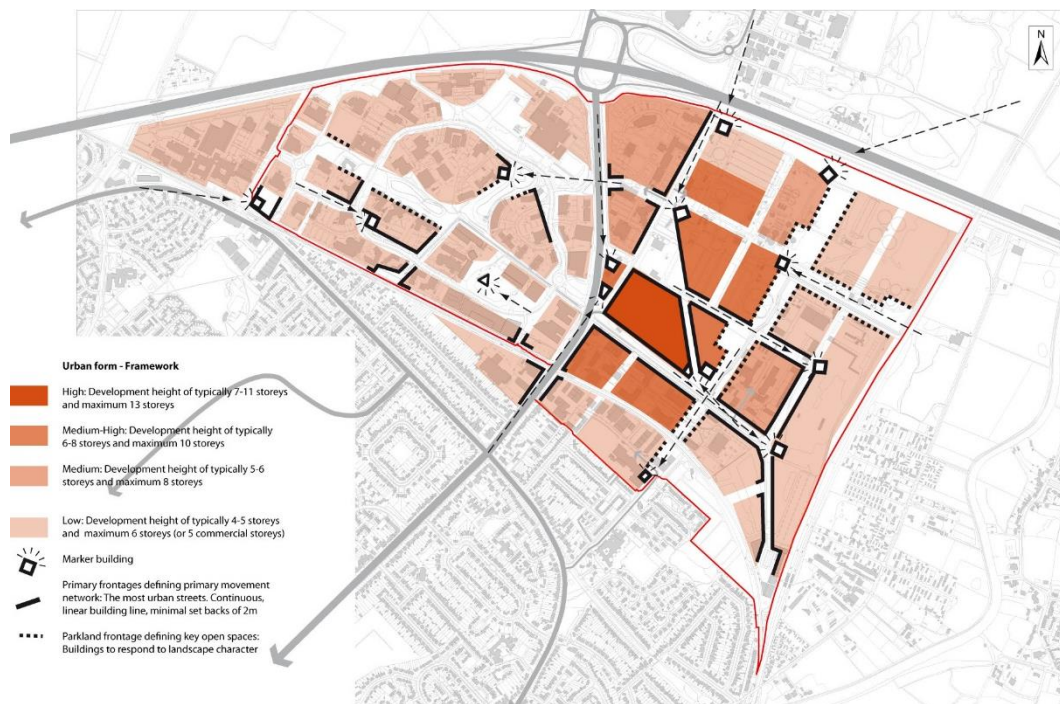


Figure 19: Building height ranges and residential densities considered suitable for North East Cambridge

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 and 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 110m² 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 ² | 5,000m ² | 5,700m ² (plus primary school) |
| Ownership | North – Cambridge City Council South – The Crown Estate | | |
| Phasing | | | |
| 2025-2030 | 2030-2035 | 2035-2040 | |

| | | |
|---|---|---|
| x | x | x |
|---|---|---|

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 ² Logistics Hub: 1,150m ² | 1,000m ² | 100m ² |
| 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

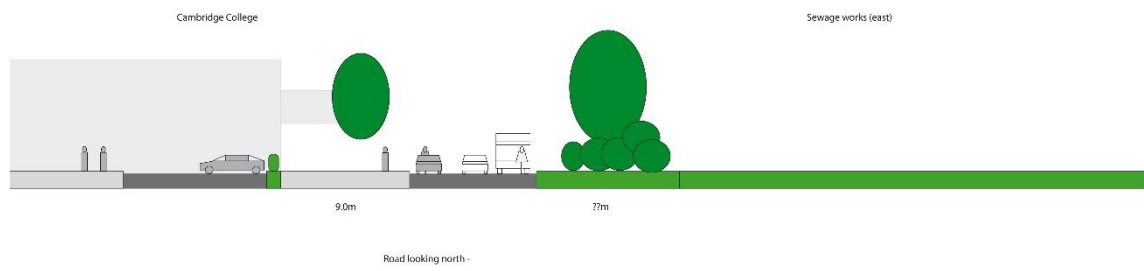
should be created to create street activity and informal open space, creating opportunities for people to dwell within an inviting public realm;

- 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.

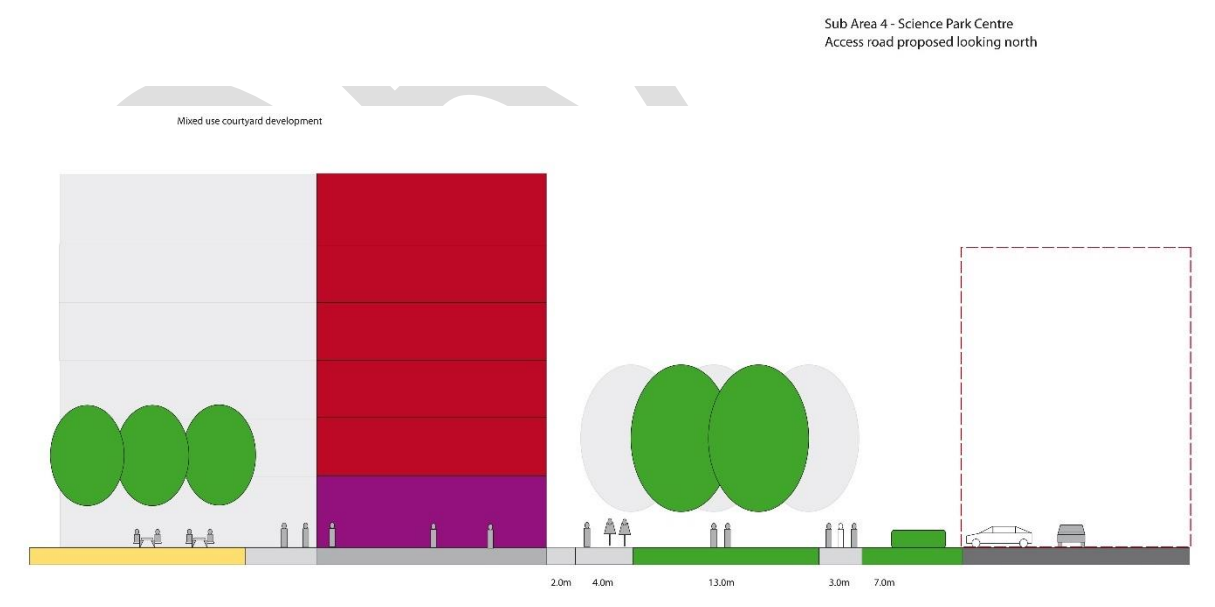
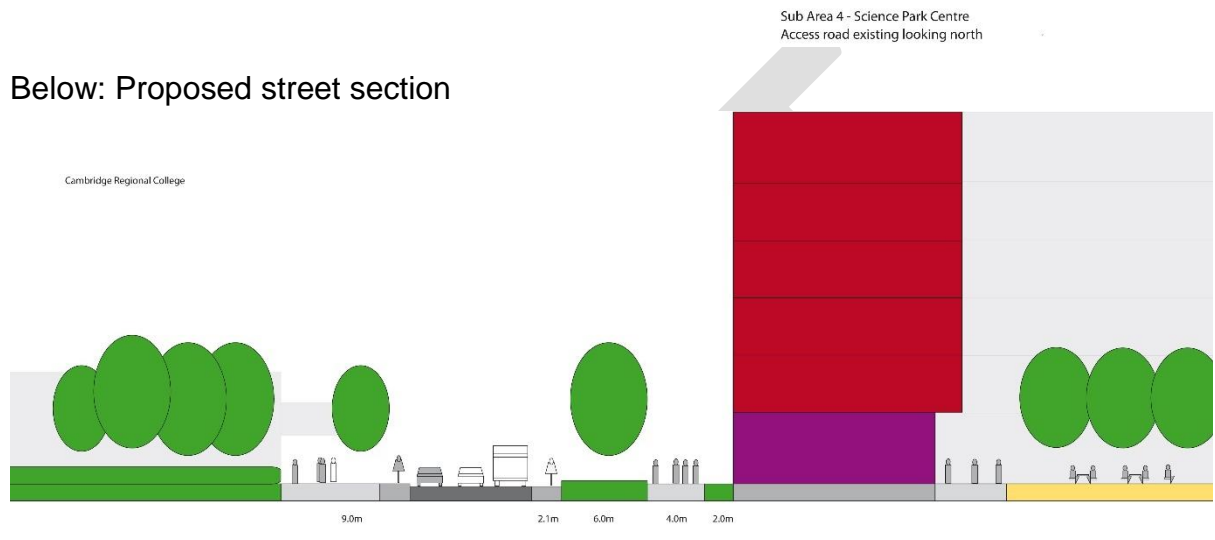
Image below: Cambridge Science Park Local Centre plan



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 ² | 1,000m ² | 100m ² |
| Ownership | Chesterton Partnership (Formed of Network Rail / DB Schenker / Brookgate) | | |
| Phasing | | | |
| 2025-2030 | | 2030-2035 | 2035-2040 |
| x | | | |
| Design Requirements | | | |

- 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.

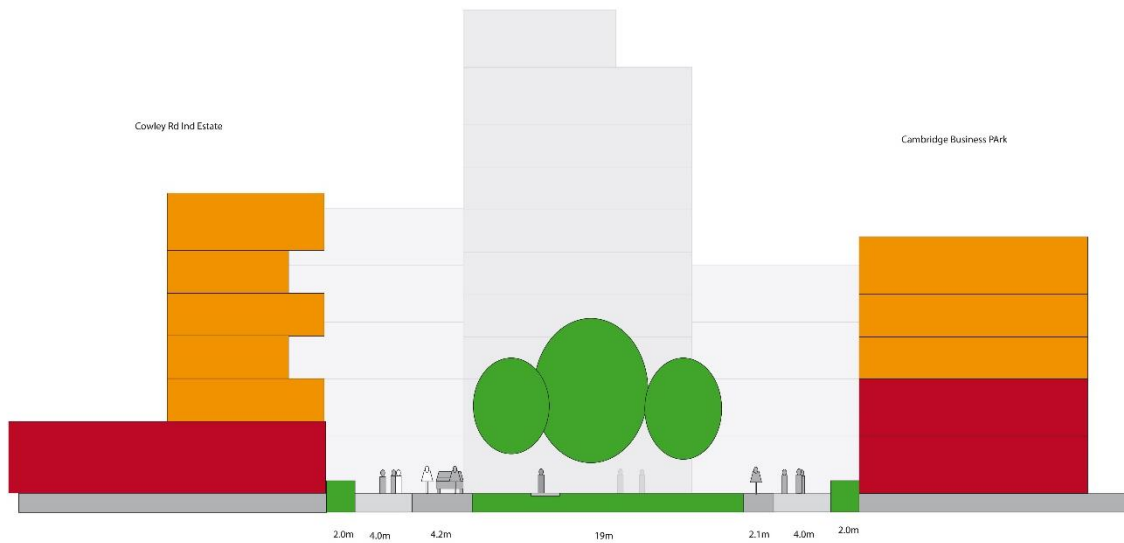
Image: Station Approach Centre plan



Below: Existing street section



Below: Proposed street sections



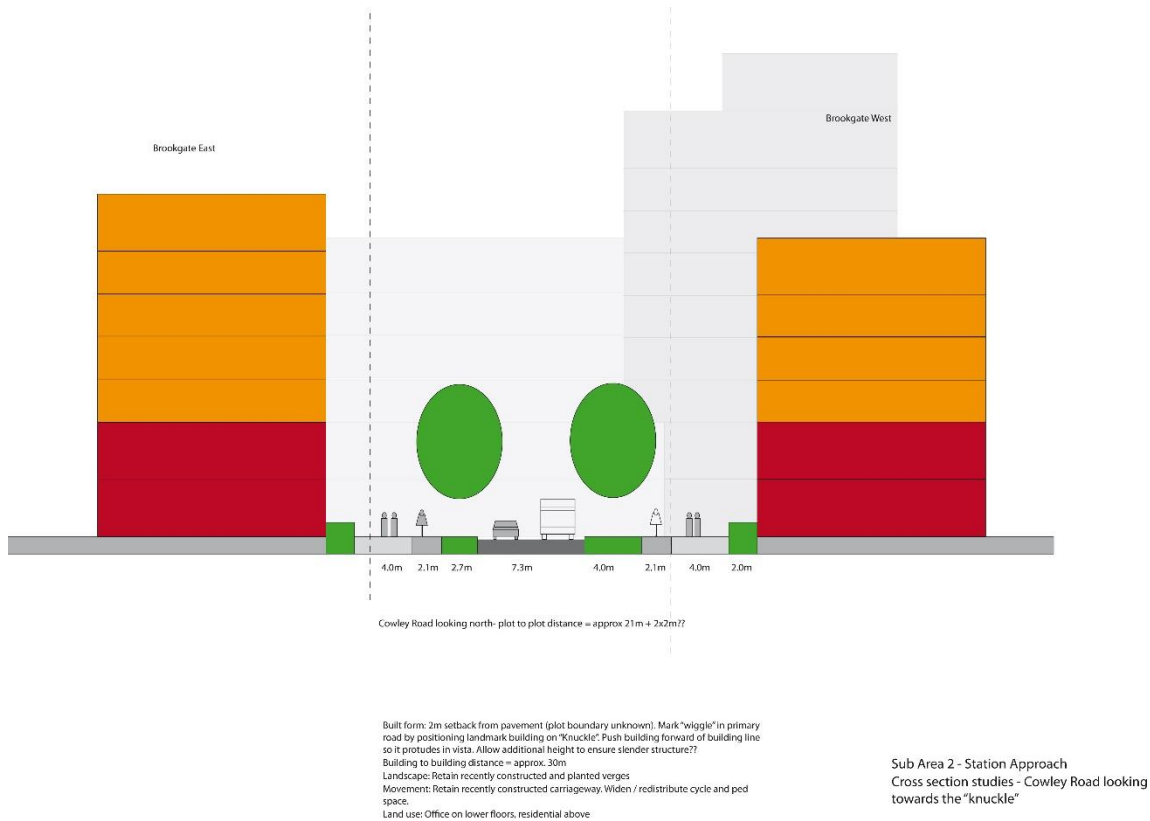
Built form: 2m planted setbacks on CBP and Cowley Road Ind Estate. Building to building distance consistent along corridor – approx 38m (see Sub Section 1). Terminate views along corridor on landmark building on “knuckle”. Shift position to push into views and allow more height to ensure slender structure??
 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"> • Primary • Secondary (if required) (see Policy 14) | |
| Indicative Development Capacity | | | |
| Net residential units | Employment | Retail | Community Use |

| | | | |
|--------------|---|-------------------|--|
| c. 100 units | c. 2,900m ² | 300m ² | <ul style="list-style-type: none"> • Primary school • Secondary school (if required) |
| 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

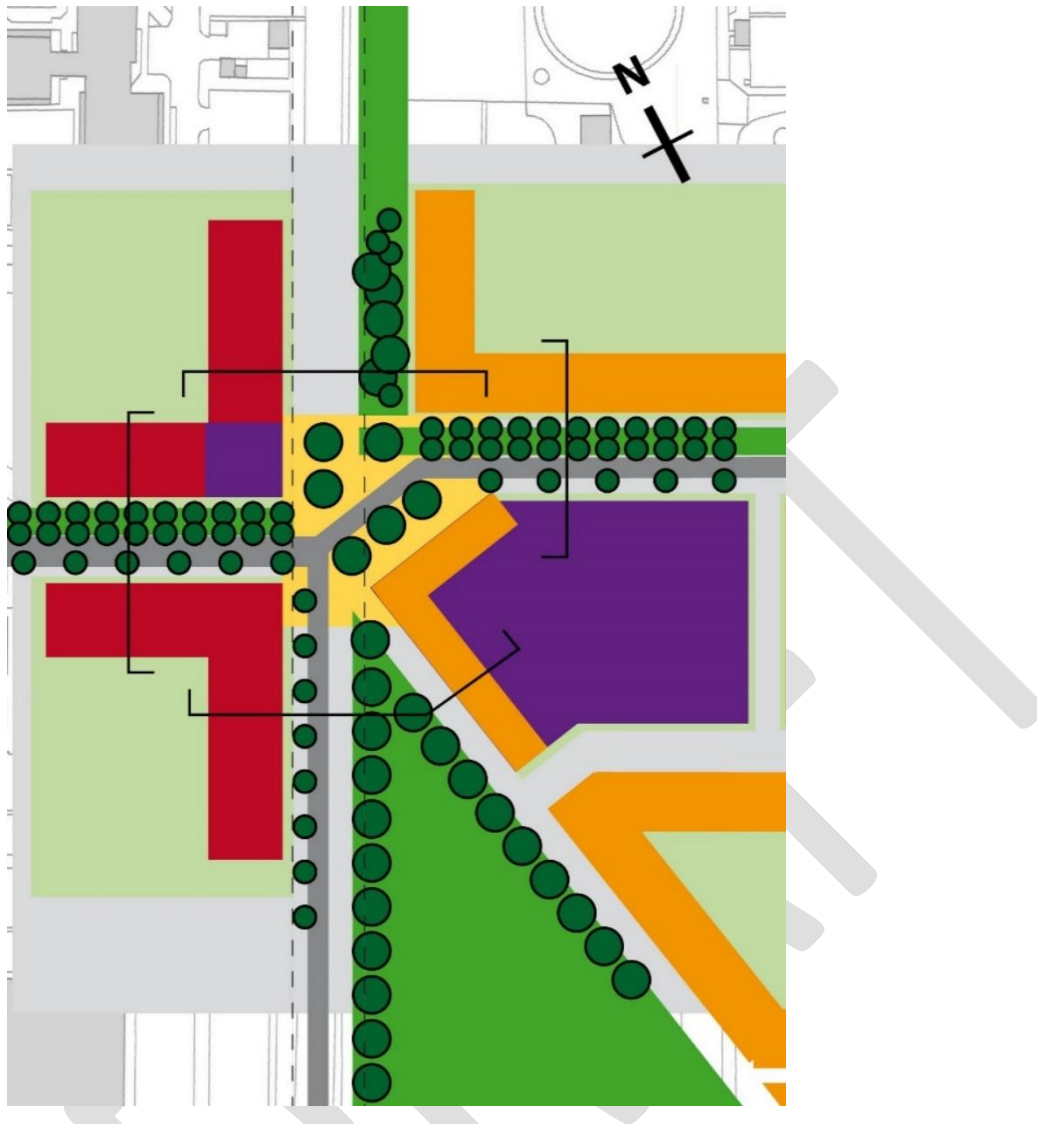
Appropriate uses:

- 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.

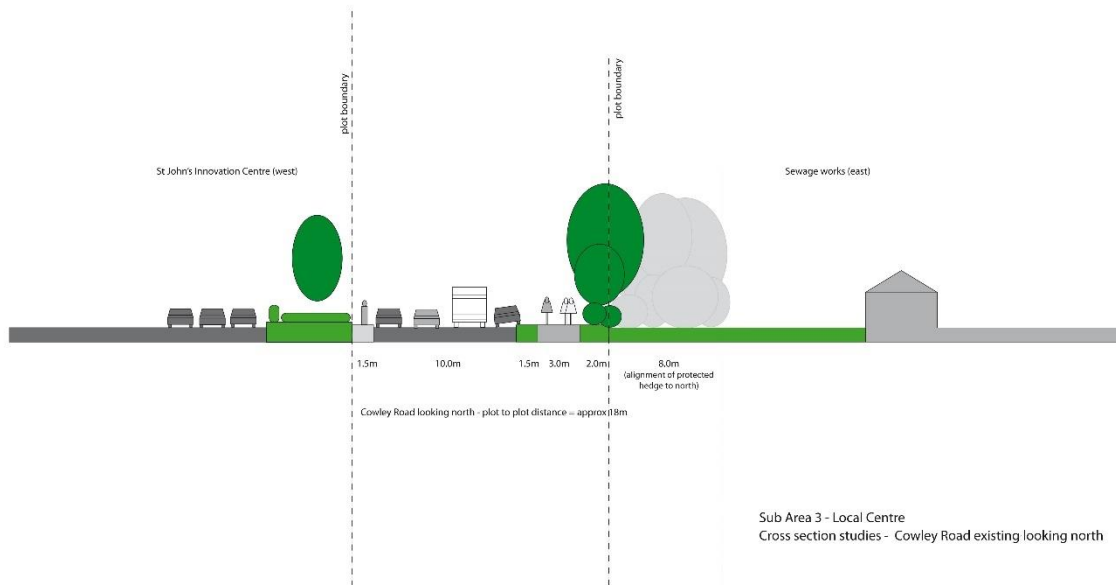
Design requirements

- 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



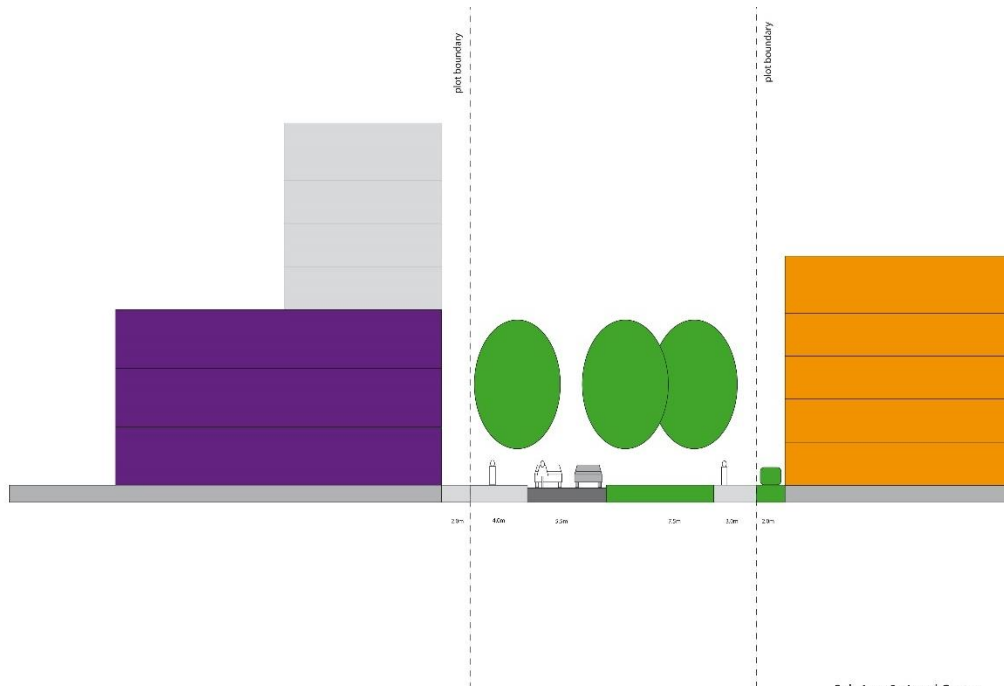
Below: Proposed street section



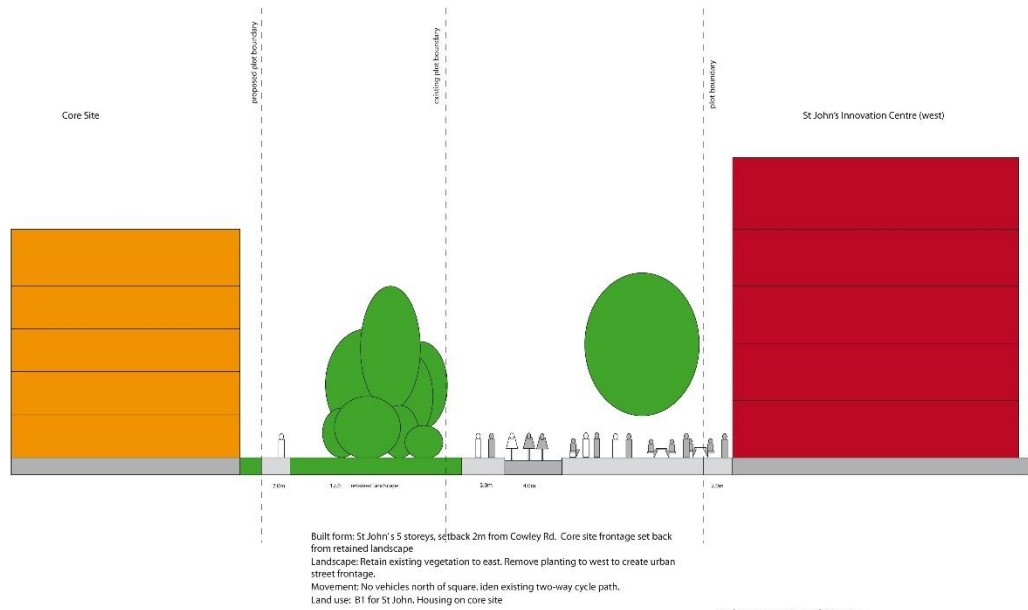
Built form: St John's 5 storeys, setback 2m from Cowley Rd. School building 3 storey (plus 4?) set back behind green (see plan)
 Landscape: Retain existing vegetation to east and incorporate in new green space (triangular in shape, see plan). Remove planting to west to create urban street frontage.
 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

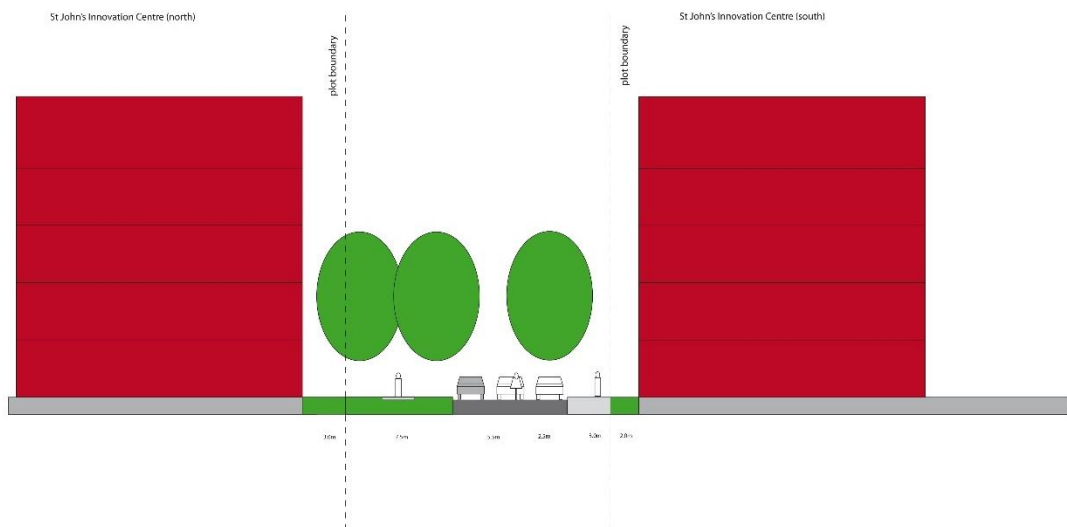
Sub Area 3 - Local Centre
 Cross section study - Cowley Road, south of square



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
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South Cambridgeshire Local Plan (2018)

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
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- 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 m² 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 m² of private outdoor space is provided for a 1-2 person (bedspace) dwelling and an extra 1 m² 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 m², 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 m²)
- Chesterton Sidings (4,800 m²)

B8 – Storage and distribution (minimum floorspace)

- Cowley Road Industrial Estate (13,000 m²)
- Chesterton Sidings (4,000 m²)
- Cambridge Science Park (1,150 m²)

Small logistics and last mile delivery hubs that are under 1000 m², would be supported outside of the identified industrial areas provided they are in accordance with the

Policy 20: Last mile deliveries and Policy 25: Environmental Protection.

Consolidation

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 16,000m² of storage and distribution across these two sites and 5,750m² 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 500m², around 12% being between 500-1,000m², and 17% between 1,000-5,000m². 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 m² 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,

| Development Parcel | Minimum net additional dwellings |
|---|---|
| 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 |
| Total | 8,000 |

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

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 Plan⁴.

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 to 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 ²) 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 m² 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 m² 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 7,000m² of floorspace comprising of 2,400m² for comparison goods (higher value, less frequently bought items), 2,500m² of convenience goods (low value, frequently bought items) and 2,100m² 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 400m² and 800m² 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 200m² net floorspace, for each store. The neighbourhood centre will provide approximately 150m² 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 m² 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 m² 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

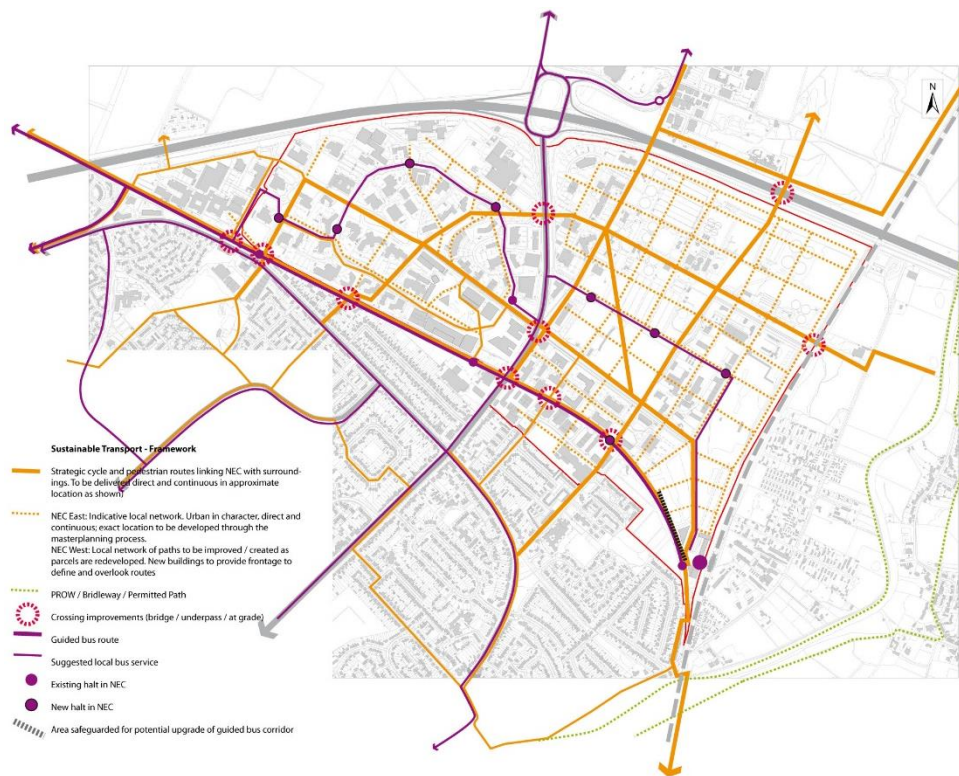


Figure 31: Connectivity in and around North East Cambridge, to be created through the Area Action Plan

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

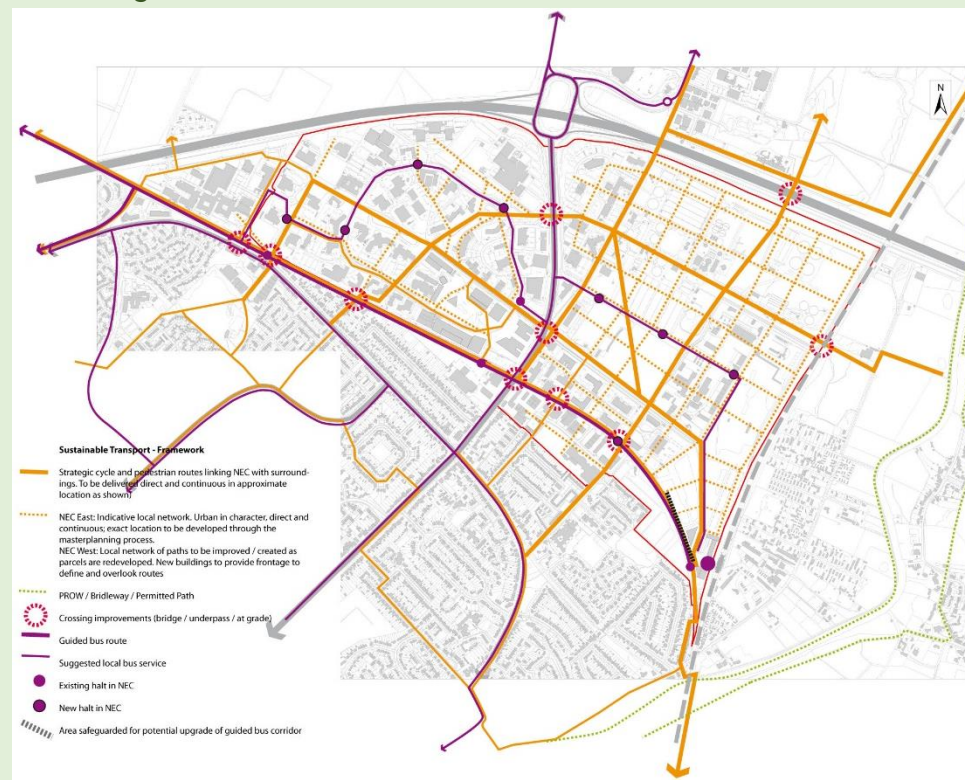


Figure 318 and include:

- a) 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.
- b) Cambridge Science Park - Milton Road (north) crossing – railway crossing – riverside open space and towpath
- c) District Centre – St John’s Innovation Centre – Milton Road (north) crossing – Cambridge Science Park.
- d) Milton Village (via Jane Coston Bridge) – Cowley Road Neighbourhood Centre – District Centre – Cambridge North Station.
- e) Waterbeach Greenway (under A14) – Linear Park – new Guided Busway stop — Nuffield Road.
- f) Waterbeach Greenway (under A14) – Linear Park – District Centre – Cambridge North Railway Station
- g) 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

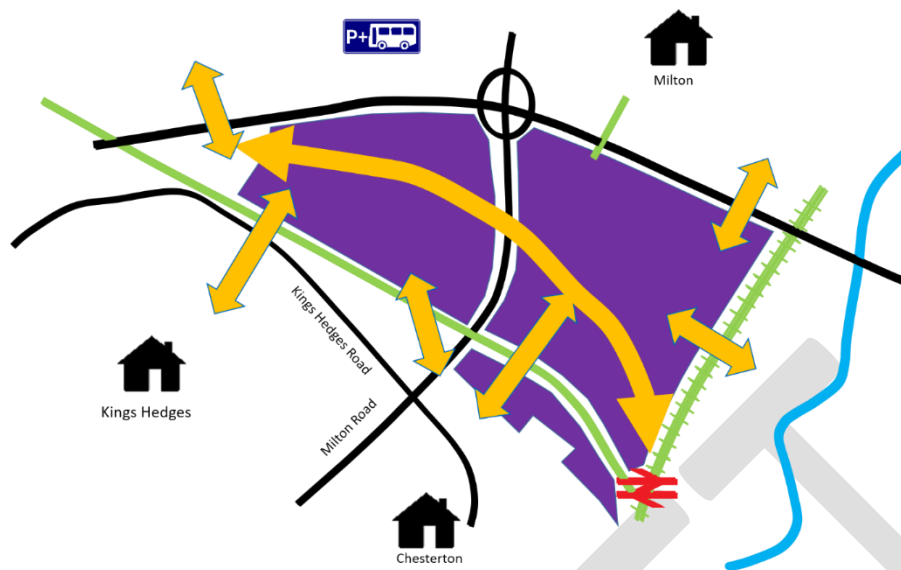


Figure 32: Overcoming barriers to movement: improved connections for non-motorised users to be created by the Area Action Plan

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 Project⁷. 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.

⁷ 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 cycles⁸ 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 realm⁹. 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

⁸ 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, paniers and child seats.

⁹ 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

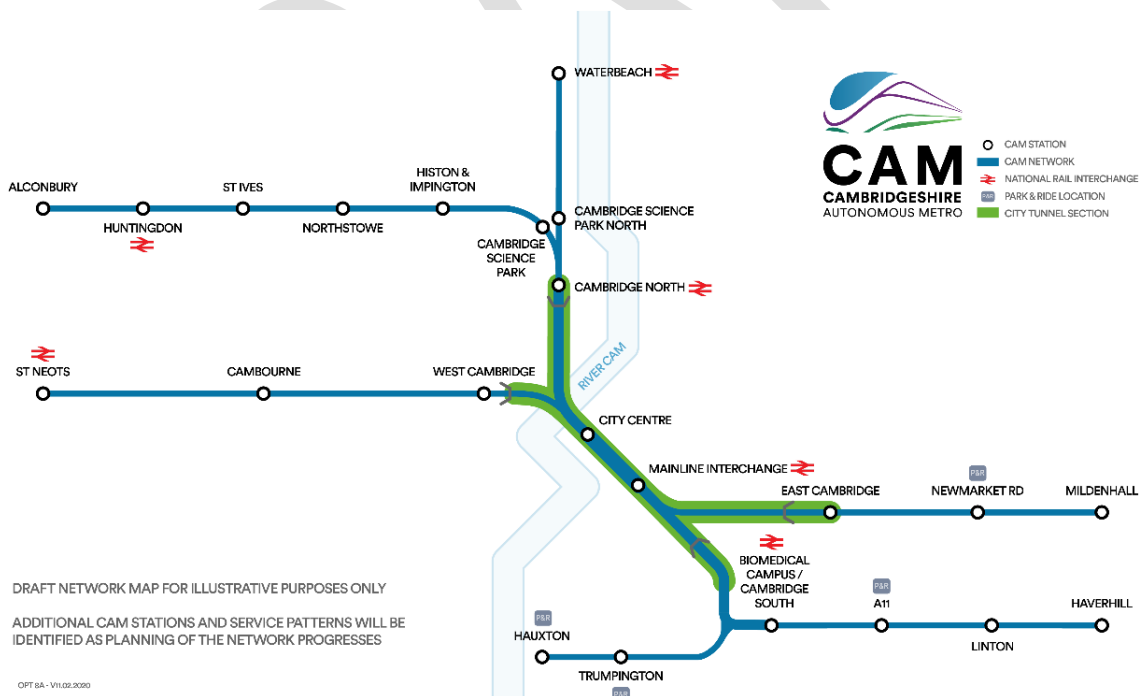


Figure 34: Indicative CAM network map. Source: <https://cam.consultationonline.co.uk/the-proposals/>

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 1,500m² 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 m²), 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 permeability¹⁰ 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**

¹⁰ 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.

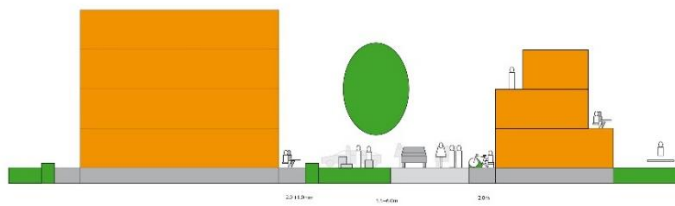


Illustration of two-way access-only street in medium density area
Dual aspect houses and single aspect apartments
building to building >16m

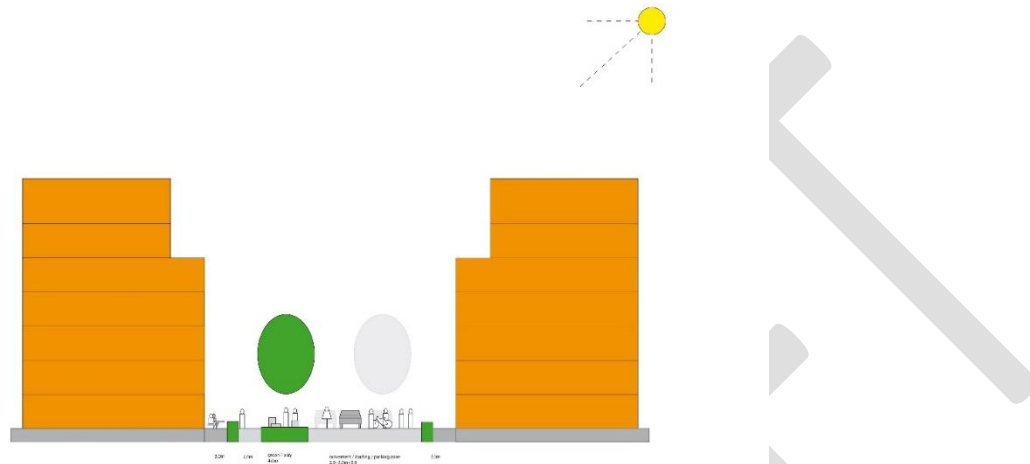


Illustration two-way shared surface access-only street in high density area
single aspect apartments on both side of street
building to building > 21m

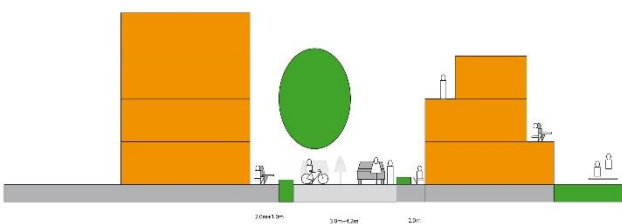


Illustration of access-only street in lower density area
Narrow profile, one-way street
Dual aspect houses and apartments = greater flexibility in floor plan and placement of windows to avoid direct overlooking
building to building >12m

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%¹¹. 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.

¹¹ '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)

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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">A. The Councils will seek appropriate planning contributions on a scheme-by-scheme to:<ul style="list-style-type: none">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 |
|--|

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

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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”¹² 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.

¹² “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 |

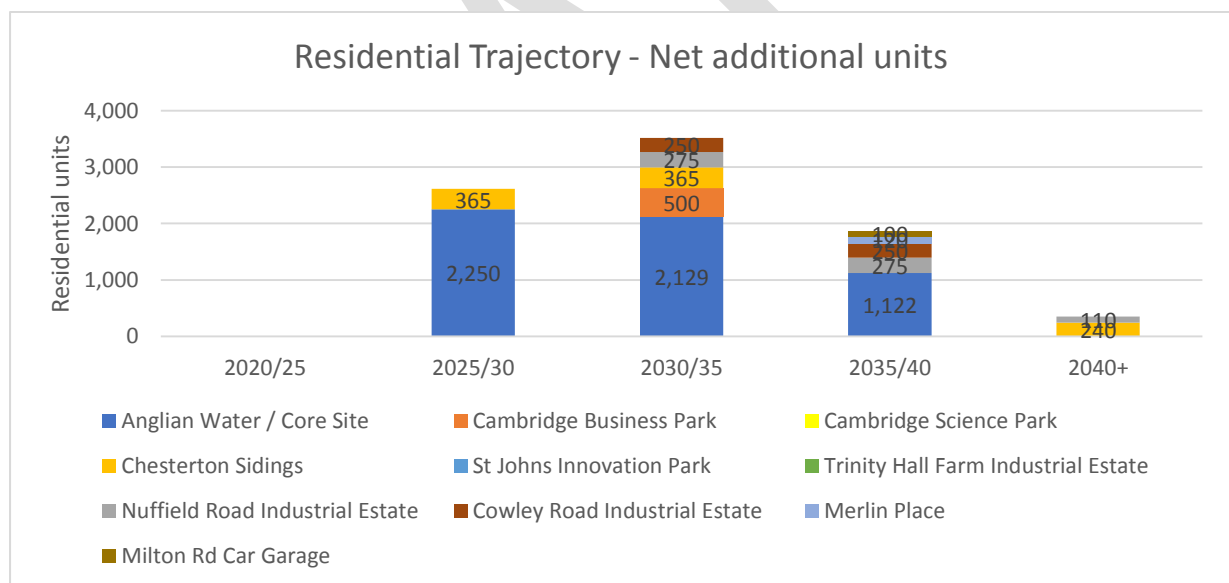


Figure xxx below provides a summary of the broad distribution of the office development (B1) provision set out in the plan.

| B1 - Net additional (m ²) | 2020/25 | 2025/30 | 2030/35 | 2035/40 | Plan Period | 2040+ | Total |
|---|---------|---------|---------|---------|----------------|--------|---------|
| Anglian Water / Core Site | 3,536 | 4,715 | 7,073 | 8,176 | 23,500 | | 23,500 |
| Cambridge Business Park | 22,400 | 22,800 | 22,800 | | 68,000 | | 68,000 |
| Cambridge Science Park (AAP) | 7,993 | 17,552 | 16,654 | 27,801 | 70,000 | 13,057 | 83,057 |
| Cambridge Science Park (Existing commitments) | 33,750 | | | | 33,750 | | 33,750 |
| Chesterton Sidings (AAP) | 14,600 | 21,900 | | | 36,500 | | 36,500 |
| Chesterton Sidings (Existing commitments) | 9,700 | | | | 9,700 | | 9,700 |
| St Johns Innovation Park | 9,080 | 7,160 | 9,380 | 9,380 | 35,000 | 4,700 | 39,700 |
| Trinity Hall Farm Industrial Estate | 1,500 | | | | 1,500 | | 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 | 277,950 | 17,757 | 295,707 |

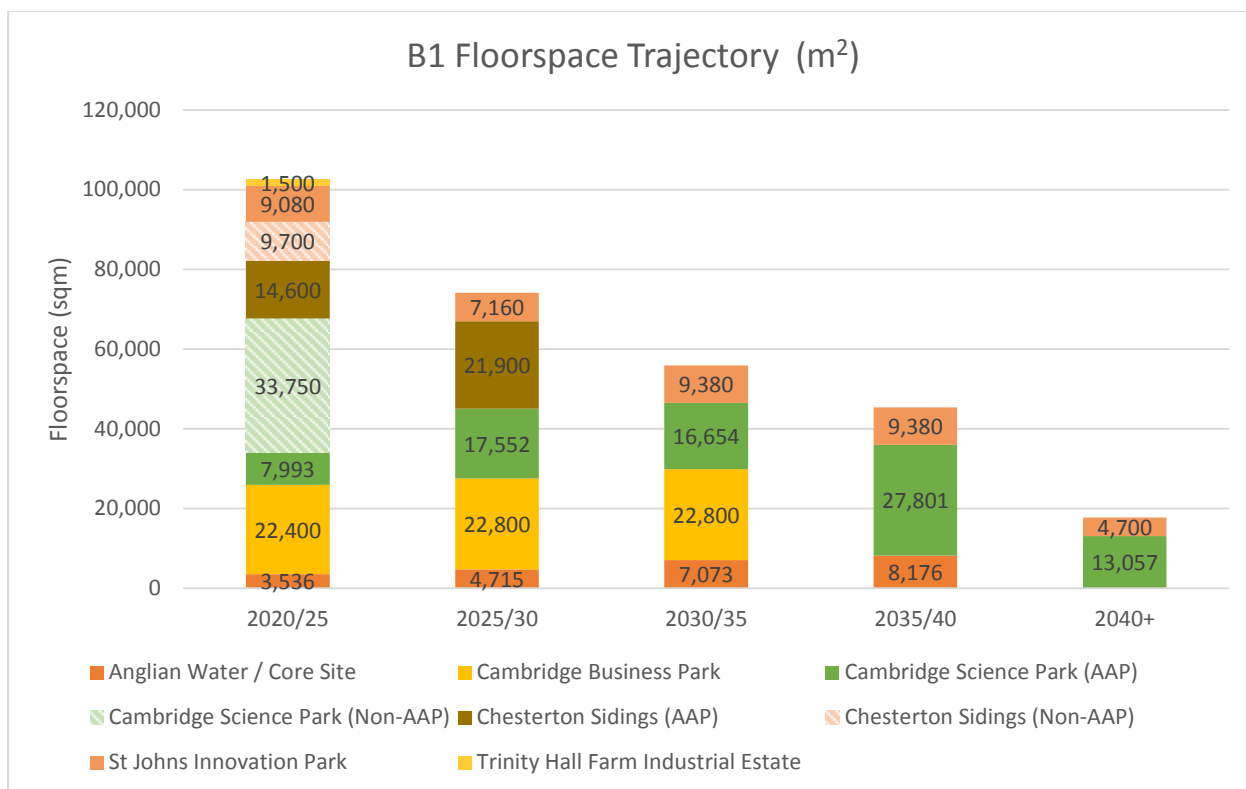


Figure xxx below provides a summary of the broad distribution of the industrial development (B2 and B8) provision set out in the plan.

| B2/B8 - Net additional (m ²) | 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 | | | 1,159 | | 1,159 |
| Cambridge Science Park (Existing commitments) | 5,060 | | | | 5,060 | | 5,060 |
| Chesterton Sidings | 3,800 | 5,000 | | | 8,800 | | 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 | 17,500 | | 17,500 |
| Merlin Place | | | | | | | |
| Milton Rd Car Garage | | | | | | | |
| Cambridge Regional College | | | | | | | |
| Total | 8,860 | 12,159 | 7,000 | 4,500 | 32,519 | | 32,519 |

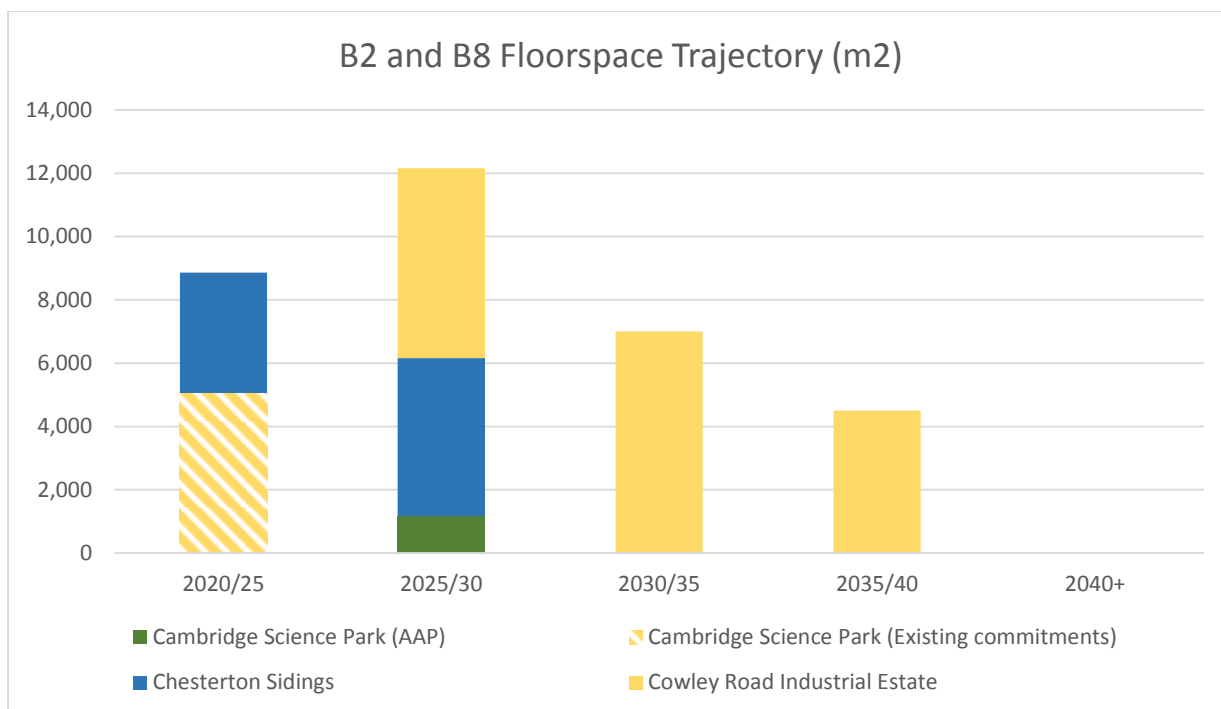


Table xxx below outlines the delivery programme at North East Cambridge. The triggers for the delivery of the necessary infrastructure and community and cultural facilities will be set out in the Infrastructure Delivery Plan which is currently being prepared.

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"> Decommissioning of the Waste Water Treatment Plant 3,500m² business floorspace completed | <ul style="list-style-type: none"> Removal of the Waste Water Treatment Plant 2,250 homes completed First shops to be completed in the | <ul style="list-style-type: none"> Northern side of District Centre complete Green High Street Open Space (Phase 2) 2,129 | <ul style="list-style-type: none"> 1,122 homes completed 8,100m² of business floorspace completed Third primary school opens Secondary | |

| Development area | 2020 to 2025 | 2025 to 2030 | 2030 to 2035 | 2035 to 2040 | Beyond the Plan period |
|-------------------------|---|--|--|---|------------------------|
| | | <ul style="list-style-type: none"> District Centre (north) • Green High Street Open Space (Phase 1) • 4,700m² business floorspace complete • Community centre and library within District Centre opens • District Centre primary school opens • New Linear Park (Phase 1) • Green Bridge over Milton Road at Cambridge Science Park junction | <ul style="list-style-type: none"> homes completed • 7,000m² business floorspace complete • Cultural facility within District Centre opens • Cowley Road Neighbourhood Centre primary school opens • New Linear Park (Phase 2) • New Cowley Triangle Open Space | <ul style="list-style-type: none"> school opens (if required) • New Linear Park (Phase 3) | |
| Cambridge Business Park | <ul style="list-style-type: none"> • 22,800m² business floorspace completed | <ul style="list-style-type: none"> • First shops to open within the District Centre (south) • 22,800m² business floorspace completed • New Guided Busway stop complete | <ul style="list-style-type: none"> • Southern side of District Centre complete • 500 homes completed • 22,800m² business floorspace completed | | |

| 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"> • 8,000m² business floorspace completed • Existing consented development completed, including Trinity Hub | <ul style="list-style-type: none"> • Cambridge Science Park Local Centre completed • 17,500m² business floorspace completed • New last mile delivery hub completed within Local Centre • 100m² of community/cultural floorspace completed within Local Centre • New access provided onto Guided Busway and Garry Drive and Science Park Brook/Open Space completed • Green Bridge over Milton Road at Cambridge Science Park junction | <ul style="list-style-type: none"> • 16,500m² business floorspace completed • New Milton Road underpasses complete | <ul style="list-style-type: none"> • 28,700m² business floorspace completed | <ul style="list-style-type: none"> • 13,000m² business floorspace completed |
| Chesterton Sidings | <ul style="list-style-type: none"> • 14,500m² business floorspace | <ul style="list-style-type: none"> • Completion of Station Approach | <ul style="list-style-type: none"> • 365 homes complete | | <ul style="list-style-type: none"> • Off-site relocation and |

| Development area | 2020 to 2025 | 2025 to 2030 | 2030 to 2035 | 2035 to 2040 | Beyond the Plan period |
|-------------------------------------|---|---|--|--|--|
| | <ul style="list-style-type: none"> completed New industrial and storage/distribution development completed adjacent to Aggregates Railheads Completion of Station Place Open Space Shops to open with Station Approach Local Centre Existing consented development completed, including hotel and office scheme at Cambridge North Station | <ul style="list-style-type: none"> Local Centre 21,800m² business floorspace completed Further industrial and storage/distribution development completed adjacent to Aggregates Railheads 365 homes completed 100m² of community/cultural floorspace completed within Local Centre | <ul style="list-style-type: none"> Cambridge Autonomous Metro to serve North East Cambridge | | <ul style="list-style-type: none"> redevelopment of Aggregate Railheads 239 homes completed at former Aggregate Railheads site |
| St Johns Innovation Park | <ul style="list-style-type: none"> 9,300m² business floorspace completed | <ul style="list-style-type: none"> 7,000m² business floorspace completed | <ul style="list-style-type: none"> 9,400m² business floorspace completed New Milton Road underpasses complete | <ul style="list-style-type: none"> 9,400m² business floorspace completed | <ul style="list-style-type: none"> 4,700m² business floorspace completed |
| Trinity Hall Farm Industrial Estate | <ul style="list-style-type: none"> 1,500m² business floorspace completed | | | | |
| Nuffield Road Industrial Estate | | | <ul style="list-style-type: none"> 275 homes complete | <ul style="list-style-type: none"> 275 homes completed | <ul style="list-style-type: none"> 110 homes complete |

| 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"> Existing consented development completed | <ul style="list-style-type: none"> 6,000m² new industrial and storage/distribution development completed | <ul style="list-style-type: none"> 250 homes completed 6,000m² new industrial and storage/distribution development completed | <ul style="list-style-type: none"> 250 homes completed 4,500m² new industrial and storage/distribution development completed | |
| Merlin Place | | | | <ul style="list-style-type: none"> 120 homes completed | |
| Milton Rd Car Garage | | | | <ul style="list-style-type: none"> 100 homes completed | |
| Cambridge Regional College | | | | | |
| Off-site | <ul style="list-style-type: none"> Waterbeach Greenway complete (Phase 1) Chisholm Trail complete Mere Way Cycle Route complete | <ul style="list-style-type: none"> A14 underpass to Milton Country Park / Waterbeach Greenway (Phase 2) A14 noise barrier Milton Road Corridor complete Waterbeach Public | <ul style="list-style-type: none"> New bridge into Chertton Fen Chertton Fen Open Space Dualling of the A10 | | |

| 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

| Policy | Target | Monitoring indicator |
|--|---|--|
| A spatial framework for North East Cambridge | | |
| Policy 1: A comprehensive approach at North East Cambridge | Development should support the vision statement and strategic objectives | Monitoring of policies below |
| Climate change, water and biodiversity | | |
| 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 |
| Design and built character | | |
| 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 |
| Jobs, homes and services | | |
| 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 |
| Error! Reference source not found. | | Number of affordable homes delivered on-site |
| Policy 13c: Housing for local workers | | 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>Connectivity</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 ² , 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"> • 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: <ul style="list-style-type: none"> • AM Peak: 780 two-way trips • PM Peak: 754 two-way trips 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. | |
| Development process | | |
| 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 1,000m²), 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:

- 3,200m² of retail floorspace
- 16,550m² employment (B1) floorspace
- 2,800m² of community and cultural floorspace
- 1,155 new homes.

Existing land uses on site:

- 1,500m² Employment (B1) floorspace

Therefore net capacity on this development parcel:

- 3,200m² of retail floorspace
- 15,050m² additional employment (B1) floorspace
- 2,800m² 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: 13,766m² employment (B1) floorspace

Existing land uses on site: 4,950m² Employment (B1) floorspace

Therefore net capacity on this development parcel: 8,816m² 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:

- 630m² retail floorspace
- 15,600m² employment (B1) floorspace
- 150m² community and cultural floorspace
- 205 residential units
- 4,000m² Car Barn (125 car parking spaces)

Existing land uses on site: 11,600m² surface car parking (450 car parking spaces)

Therefore net capacity on this development parcel:

- 630m² retail floorspace
- 15,600m² employment (B1) floorspace
- 150m² community and cultural floorspace
- 205 residential units

Delivery Summary within the North East Cambridge AAP during the Plan Period (Net)

| Development Area | Residential units | M² employment | M² retail | M² Community and Cultural | M² 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 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 |
| Total | 8,000 | 234,500 | 7,300 | 5,900 | 27,450 |