



Sustainability Appraisal

North East Cambridge Area Action Plan

Cambridge City Council and South Cambridgeshire District Council

Final report

Prepared by LUC

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Contents

Chapter 1 **6** Introduction

The Area Action Plan	6
Sustainability Appraisal and Strategic Environmental Assessment	7
Health Impact Assessment	12
Habitats Regulations Assessment	12
Structure of this report	13

Chapter 2 **15** Methodology

Introduction	15
SA Stage A: Scoping	17
SA Stage B: Developing and refining options and assessing effects	31
SA Stage C: Preparing the Sustainability Appraisal Report	35
SA Stage D: Consultation on the Area Action Plan and this SA Report	35
SA Stage E: Monitoring implementation of the Area Action Plan	36
Appraisal methodology	36
Assumptions, uncertainty and difficulties encountered	37

Chapter 3 **39** Sustainability Context for Development in North East Cambridge

Review of plans, policies and programmes	39
Key international plans, policies and programmes	40
Key national plans, policies and programmes	41
Baseline information	44

Sustainability Appraisal	3
--------------------------	---

Contents

Key sustainability issues	44
---------------------------	----

Chapter 4 **46**

SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Introduction	46
Outline of the contents of the Area Action Plan	47
Development of the NEC site	48
Our Vision	54
Strategic Objectives	56
AAP Chapter 1 – Spatial Framework	62
AAP Chapter 2 – Climate Change, Energy, Water and Biodiversity	82
AAP Chapter 3 – Design and Built Character	102
AAP Chapter 4 – Jobs, Homes and Services	143
AAP Chapter 5 – Connectivity	187
AAP Chapter 6 – Development Process	211

Chapter 5 **245**

Cumulative Effects of the Proposed Submission Area Action Plan

Introduction	245
Cumulative Effects	246
In-combination effects	255

Chapter 6 **263**

Monitoring and Recommendations

Proposed Monitoring Indicators (those marked with an asterisk* are proposed in the AAP)	264
Recommendations	270

Contents

Chapter 7	288
Conclusions and Next Steps	
Conclusions	288
Next Steps	289
Appendix A	290
Consultation Responses	
Appendix B	306
Relevant Plans, Policies and Programmes	
Appendix C	356
Baseline Information	
Appendix D	377
Reasonable Alternatives Options and Why Preferred Options were Selected	
References	443

Chapter 1

Introduction

1.1 This Sustainability Appraisal Report has been prepared by LUC on behalf of Cambridge City Council and South Cambridgeshire District Council as part of the Sustainability Appraisal (SA) of the North East Cambridge Area Action Plan (NEC AAP).

1.2 This report relates to the North East Cambridge Area Action Plan – Proposed Submission (Regulation 19) (Proposed Submission AAP) and should be read in conjunction with that document.

1.3 LUC was appointed to carry out the SA work in August 2019, following earlier SA work on the AAP undertaken by Environ and Ramboll.

The Area Action Plan

1.4 The AAP site, at the north eastern fringe of Cambridge, contains one of the last substantial brownfield sites in the City. The area in question is located between the A14, Chesterton and Kings Hedges wards and is bounded by the Cambridge – Kings Lynn Railway line. It also incorporates the Cambridge Science Park to the west of Milton Road as the intensification of uses in this area is supported by the adopted South Cambridgeshire Local Plan.

1.5 Policy 15 of the adopted Cambridge City Council Local Plan and Policy SS/4 of the adopted South Cambridgeshire District Council Local Plan allocate the 'Cambridge Northern Fringe East' for redevelopment, to be established through the AAP.

1.6 As the site straddles the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council the Councils are taking a

coordinated approach to development through providing a joint AAP for the site. The AAP seeks the wider regeneration of this part of Cambridge with the creation of a revitalised, employment focussed area centred on the new transport interchange created by Cambridge North Station.

1.7 This document sets out the results of the SA of the Proposed Submission AAP. The Councils have previously prepared Issues and Options consultation documents in 2014 and 2019, and a Draft AAP in July 2020. The Issues and Options stages formed important early stages in developing the AAP and set out the blueprint for a comprehensive and co-ordinated regeneration of the area. The 2019 Issues and Options document identified key issues, challenges and opportunities facing the area and set out different options the Councils could take to address these. The consultation on the Issues and Options document took place in February and March 2019 and assisted in the preparation of the Draft AAP. The Draft AAP set out a vision and objectives for North East Cambridge, a spatial framework for development and 44 detailed policies to guide future development at the site. The Draft AAP was subject to consultation between July and October 2020.

1.8 The Draft AAP consultation responses and further evidence work undertaken for and by the Councils has informed the current Proposed Submission version of the AAP, which will be published for consultation when the outcome of the separate Development Consent Order process for the relocation of the Water Recycling Centre is known. This SA Report will be published alongside the AAP.

Sustainability Appraisal and Strategic Environmental Assessment

1.9 Sustainability Appraisal is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA

process involves appraising the likely social, economic and environmental effects of the policies and proposals within a plan from the outset of its development.

1.10 SEA is also a statutory assessment process undertaken in accordance with The Environment Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633), as amended by The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232) and by The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020 (SI 2020/1531). The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA). The purpose of SEA is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development.

1.11 SEA and SA are separate processes but have similar aims and objectives. Simply put, SEA focuses on the likely environmental effects of a plan whilst SA includes a wider range of considerations, extending to social and economic impacts. National Planning Practice Guidance [\[See reference 1\]](#) shows how it is possible to satisfy both requirements by undertaking a joint SA/SEA process, and to present an SA report that incorporates the requirements of the SEA Regulations. The SA/SEA of the AAP is being undertaken using this integrated approach and throughout this report the abbreviation 'SA' should therefore be taken to refer to 'SA incorporating the requirements of SEA'.

Requirements of the SEA Regulations and where these are addressed in this SA Report

1.12 The text below signposts how the requirements of the SEA Regulations have been met in this report.

Reporting Requirements

1.13 The SEA Regulations require the responsible authority to prepare, or secure the preparation of, an 'environmental report', which in this case will comprise the SA report. The environmental report must set out the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated (Regulation 12). The information to be given (as listed in Schedule 2 of the SEA Regulations) is set out below, with the relevant chapter(s) and appendix(ces) that include that information referred to.

- An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes – covered in Chapter 1, Chapter 3, Chapter 4 and Appendix B of this SA Report.
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme – covered in Chapter 3 and Appendix C of this SA Report.
- The environmental characteristics of areas likely to be significantly affected – covered in Chapter 3 and Appendix C of this SA Report.
- Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC – covered in Chapter 3 and Appendix C of this SA Report.
- The environmental protection, objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation – covered in Chapter 3 and Appendix B of this SA Report. Chapter 2 describes the SA framework which shows how the objectives have been taken into account.
- The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural

and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects) – covered in Chapter 4 and Chapter 5 of this SA Report.

- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme – mitigation measures contained within policies are referred to in Chapter 4 and recommendations for further mitigation measures identified during the SA are referred to in Chapter 6.
- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information – Chapter 2 provides information about how the assessment was undertaken and difficulties encountered. Appendix D outlines why the Council selected the preferred approach in light of the alternatives for each set of options.
- A description of measures envisaged concerning monitoring in accordance with Regulation 17 – Chapter 6
- A non-technical summary of the information provided under the above headings – a separate Non-Technical Summary has been published alongside this document.

1.14 (Regulation 12(3)) requires that the report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. These requirements are addressed throughout this SA Report.

Consultation Requirements

1.15 The SEA Regulations also set out the consultation processes that should be undertaken when preparing an environmental report.

- Authorities with environmental responsibility must be consulted, when deciding on the scope and level of detail of the information which must be included in the environmental report (Regulation 12(5)) – Consultation was undertaken on the SA Scoping Report between 15th August and 19th September 2014. A summary of responses received on the SA Scoping Report and how they have been addressed in subsequent versions of the SA Report is provided in Appendix A.
- Authorities with environmental responsibility and the public shall be given an effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Regulation 13) – Earlier SA Reports were published for consultation alongside the Issues & Options AAP documents in 2014 and 2019, and a subsequent SA Report was published alongside the Draft Plan AAP consultation between July and October 2020. A summary of responses received relating to the SA at both stages of consultation and how they have been addressed in subsequent versions of the SA Report is provided in Appendix A. This SA Report will be published for consultation alongside the Proposed Submission AAP.
- Any relevant EU Member State must be consulted, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Regulation 14) – this does not apply to the North East Cambridge AAP and this SA Report.

Provision of Information on the Decision

1.16 Regulation 14 of the SEA Regulations addresses taking the environmental report and the results of the consultations into account in decision-making. When the plan or programme is adopted, the public and any countries

consulted under Regulation 14 must be informed and the following made available to those so informed:

- The plan or programme as adopted; a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and Monitoring of the significant environmental effects of the plan's or programme's implementation (Regulation 17) - To be addressed after the AAP is adopted.

1.17 Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Regulations – this report has been produced in line with current guidance and good practice for SEA/SA and this section has demonstrated where the requirements of the SEA Regulations have been met.

Health Impact Assessment

1.18 As well as incorporating SEA, the SA also incorporates Health Impact Assessment (HIA), which aims to ensure that health related issues are integrated into the plan making process. HIA of the AAP has been carried out and integrated into the SA, and recommendations for how the health related impacts of the AAP can be optimised as it is taken forward have been made where relevant. More detail on how HIA has been incorporated into the assessment can be found in Chapter 2.

Habitats Regulations Assessment

1.19 The requirement to undertake Habitats Regulations Assessment (HRA) of development plans was confirmed by the amendments to the Habitats

Regulations published for England and Wales in 2007 [See reference 2]. The currently applicable version is 'The Conservation of Habitats and Species Regulations 2017 (SI 2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)' [See reference 3] (hereafter referred to as the 'Habitats Regulations'). The purpose of HRA is to assess the impacts of a land-use plan against the conservation objectives of a European Site and to ascertain whether it would adversely affect the integrity of that site.

1.20 The HRA is being undertaken separately but the findings have been taken into account in the SA where relevant (for example to inform judgements about the likely effects of potential development on biodiversity).

Structure of this report

1.21 This section has introduced the SA process for the North East Cambridge AAP. The remainder of the report is structured into the following sections:

- Chapter 2: Methodology describes the approach that is being taken to the SA of the AAP.
- Chapter 3: Sustainability Context for Development in North East Cambridge describes the relationship between the AAP and other relevant plans, policies and programmes; summarises the social, economic and environmental characteristics of the district and identifies the key sustainability issues.
- Chapter 4: SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives sets out the SA findings for the current version of the AAP and the reasonable alternative options that have been identified in preparing the AAP. This chapter appraises each policy and relevant reasonable alternatives individually on their own merits, without accounting for interactions between policies, to ensure that all alternatives are considered on a like for like basis.
- Chapter 5 Cumulative effects of the Proposed Submission AAP summarises the expected cumulative effects of the AAP as a whole, as

well as potential effects of the AAP in combination with other plans and projects.

- Chapter 6: Monitoring and Recommendations describes the recommended approach to monitoring the likely significant effects of the AAP and proposes monitoring indicators. It also sets out recommendations that have been made throughout the SA process and how these have been considered by the Councils.
- Chapter 7: Conclusions and Next Steps summarises the key findings from the SA of the Proposed Submission AAP and describes the next steps to be undertaken.

1.22 The main body of the report is supported by a number of appendices, as follows:

- Appendix A presents the consultation comments received in relation to the SA scoping report, the SA of the 2014 Issues and Options, the SA of the 2019 Issues and Options, and the SA of the 2020 Draft AAP and explains how they have been addressed during the SA process.
- Appendix B presents the updated review of relevant plans, policies and programmes.
- Appendix C presents the updated social, economic and environmental baseline information for North East Cambridge.
- Appendix D sets out the reasonable alternatives considered by the Councils for each policy and outlines the Councils' reasons why the proposed approach was taken forward and why alternatives were not selected.

Chapter 2

Methodology

Introduction

2.1 In addition to complying with legal requirements, the approach being taken to the SA of the North East Cambridge Area Action Plan is based on current best practice and the guidance on SA/ SEA set out in the national Planning Practice Guidance, which involves carrying out SA as an integral part of the plan-making process. The main stages of the plan-making process and how these correspond to the SA process are set out below.

Area Action Plan Step 1: Evidence gathering and engagement

- SA Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
 1. Identifying other relevant policies, plans and programmes, and sustainability objectives
 2. Collecting baseline information
 3. Identifying sustainability issues and problems
 4. Developing the SA framework
 5. Consulting on the scope of the SA

Area Action Plan Step 2: Production

- SA Stage B: Developing and refining options and assessing effects
 1. Testing the local objectives against the SA framework
 2. Developing the Plan options
 3. Evaluating the effects of the Plan
 4. Considering ways of mitigating adverse effects and maximising beneficial effects
 5. Proposing measures to monitor the significant effects in implementing the Plan
- SA Stage C: Preparing the Sustainability Appraisal Report
 1. Preparing the SA Report
- SA Stage D: Seek representations on the Plan and the Sustainability Appraisal Report
 1. Public participation on Plan and the SA Report
 2. Appraising significant changes

Area Action Plan Step 3: Examination

1. Appraising significant changes resulting from the Examination of the AAP

Area Action Plan Step 4 and 5: Adoption and Monitoring

1. Making decisions and providing information

- SA Stage E: Monitoring the significant effects of implementing the Plan

1. Finalising the aims and methods for monitoring

2. Responding to adverse effects

2.2 Prior to August 2019, the SA work on the AAP was undertaken by Environ, and then Ramboll. LUC was appointed in August 2019 to continue with the SA, and our approach builds on the earlier SA work. The sections below describe the approach that has been taken to date for the SA of the North East Cambridge AAP to date and provides information on the subsequent stages of the process still to come.

SA Stage A: Scoping

2.3 The SA process began in 2014 with the production of a scoping report for the North East Cambridge AAP which was, at this earlier stage, referred to as the Cambridge Northern Fringe East Area Action Plan. The SA scoping report was prepared by Environ on behalf of Cambridge City Council and South Cambridge District Council.

2.4 The Scoping stage of the SA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues. The Scoping Report presented the outputs of the following tasks:

- Policies, plans and programmes of relevance to the AAP were identified and the relationships between them and the AAP and the SA were

considered, enabling any potential synergies to be exploited and any potential inconsistencies and incompatibilities to be identified and addressed.

- Baseline information was collected on environmental, social and economic issues in the area covered by the AAP. This baseline information provides the basis for predicting and monitoring the likely effects of options for policies and site allocations and helps to identify alternative ways of dealing with any adverse effects identified.
- Key sustainability issues for the AAP area were identified.
- A Sustainability Appraisal framework was presented, setting out the SA objectives against which options would be appraised. The SA framework provides a way in which the sustainability impacts of implementing a plan can be described, analysed and compared. It comprises a series of sustainability objectives and associated sub-questions that can be used to 'interrogate' options and draft policies during the plan-making process. These SA objectives define the long-term aspirations of the Councils with regard to social, economic and environmental considerations. During the SA, the performances of the plan options are assessed against these SA objectives and sub-questions.

2.5 Public and stakeholder participation is an important part of the SA and wider plan-making processes. It helps to ensure that the SA report is robust and has due regard for all appropriate information that will support the plan's contribution to sustainable development. The SA Scoping Report was published between the 15th August 2014 and the 19th September 2014 for a five week consultation period. The three statutory consultees (Natural England, the Environment Agency and Historic England) were consulted along with a wide range of others. The consultation responses received were listed in Table 1.1 of the Scoping Report, including how they had been addressed.

2.6 Appendix A lists the comments that were received during the scoping consultation and describes how each one was addressed during the preparation of the updated Scoping Report (post consultation) and fed through to the 2014 SA of Issues and Options (as described above, this table was originally

presented as Table 1.1 of the Scoping Report). These changes have been carried forward in this SA report.

2.7 As well as changes that have been made to address consultation comments, some parts of the Scoping Report (namely the review of plans, policies and programmes and the baseline information) have been subject to an update as part of the preparation of this SA Report in order to ensure that they reflect the current situation in the area. Updated versions of the review of plans, policies and programmes and the baseline information are presented in Appendix B and Appendix C respectively.

2.8 The SA framework for the AAP includes 16 SA objectives along with their associated sub-questions. The framework is presented below and also shows how all of the 'SEA topics' (as listed in Schedule 2 of the SEA Regulations) have been addressed by the SA objectives, reflecting the fact that an integrated approach is being taken to the SA and SEA of the AAP.

SA Framework for the North East Cambridge Area Action Plan

SA Objective 1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves

Sub-questions

- Will it use land that has been previously developed?
- Will it use land efficiently?
- Will it minimise the degradation / loss of soils due to new development?
- Will it avoid the sterilisation of economic mineral reserves?

- Will it promote resource efficiency and recycling?

Relevant topic(s) as set out in the SEA Regulations

- Soils, Material Assets and Human Health

SA Objective 2. Improve air quality and minimise or mitigate against sources of environmental pollution

Sub-questions

- Will it maintain and improve air quality around the AAP and along the routes to the City including the A14?
- Will it ensure that dust pollution does not affect sensitive receptors?
- Will it minimise and where possible improve on unacceptable levels of noise pollution and vibration?
- Will it minimise odour impacts?
- Will it remediate contaminated land?

Relevant topic(s) as set out in the SEA Regulations

- Air, Soil and Human Health

SA Objective 3. Protect and where possible enhance the quality of the water environment

Sub-questions

- Will it ensure that groundwater is protected?
- Will it enhance surface water features including the quality of water entering the first public drain and the River Cam?

Relevant topic(s) as set out in the SEA Regulations

- Water and Human Health

SA Objective 4. Avoid adverse effects on designated sites and protected species

Sub-questions

- Will it conserve protected species (including Jersey Cudweed) and protect sites designated for nature conservation interest (including Local Nature Reserves and Wildlife Sites), and geodiversity?

Relevant topic(s) as set out in the SEA Regulations

- Biodiversity, Flora & Fauna, and Human Health

SA Objective 5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces

Sub-questions

- Will it deliver net gains in biodiversity?
- Will it reduce habitat fragmentation, maintain and enhance connectivity between existing green and blue infrastructure and enhance key native habitats?
- Will it help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets)?
- Will it improve access to wildlife and Green Spaces through delivery of, and access to green infrastructure?

Relevant topic(s) as set out in the SEA Regulations

- Biodiversity, Flora & Fauna, and Human Health

SA Objective 6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character

Sub-questions

- Will it maintain and enhance the distinctiveness of landscape character, and the character of the Cambridge Green Belt?

- Will it maintain and enhance the diversity and distinctiveness of townscape character?
- Will it ensure the scale of development is sensitive to the existing key landmark buildings and low lying topography of the City?
- Will it conserve and enhance the historic environment, heritage assets and their settings through appropriate design and scale of development?
- Will it lead to developments built to a high standard of design and good place making that reflects local character?

Relevant topic(s) as set out in the SEA Regulations

- Landscape, Cultural heritage, and Human Health

SA Objective 7. Minimise impacts on climate change (including greenhouse gas emissions)

Sub-questions

- Will it ensure deployment of energy efficient and renewable energy technologies?
- Will it minimise contributions to climate change through sustainable construction practices?

Relevant topic(s) as set out in the SEA Regulations

- Climatic factors

SA Objective 8. Reduce vulnerability to future climate change effects

Sub-questions

- Will it protect and enhance existing natural flood risk management infrastructure?
- Will it ensure that suitable sustainable drainage measures are incorporated into development in order to manage surface water run-off?
- Will it provide green and blue infrastructure which will help reduce climate change impact locally?
- Does it include measures to adapt to climate change in ways that do not increase greenhouse gas emissions including giving consideration to the layout and massing of new development?

Relevant topic(s) as set out in the SEA Regulations

- Climatic factors

SA Objective 9. Maintain and enhance human health and wellbeing and reduce inequalities

Sub-questions

- Will it promote good health and encourage healthy lifestyles?
- Will it help address levels of deprivation in north and east Cambridge?
- Will it reduce inequalities in health in the north and east of Cambridge?

Relevant topic(s) as set out in the SEA Regulations

- Population and Human health

SA Objective 10. Improve the quantity and quality of publicly accessible open space

Sub-questions

- Will it increase the quantity and quality of publicly accessible open space?
- Will it protect and enhance community, leisure and open space provision, particularly in East Chesterton Ward?
- Will it maintain and enhance open spaces and green space within the urban area and the Green Belt setting?

Relevant topic(s) as set out in the SEA Regulations

- Human health

SA Objective 11. Ensure everyone has access to decent, appropriate and affordable housing

Sub-questions

- Will it support the provision of a range of housing types to meet identified needs?

Relevant topic(s) as set out in the SEA Regulations

- Human health and Population

SA Objective 12. Redress inequalities related to age, disability, gender, race, faith, location and income

Sub-questions

- Will it improve relations between people from different backgrounds or social groups and contribute to community diversity?
- Will it ensure equal access for all?

Relevant topic(s) as set out in the SEA Regulations

- Population

SA Objective 13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)

Sub-questions

- Will it provide accessibility to and improve quality of key local services and facilities including health, education and leisure (shops, post offices, pubs etc.)?
- Will it improve access to jobs and training for all?
- Will it encourage and enable engagement in community activities?

Relevant topic(s) as set out in the SEA Regulations

- Material assets and Human health

SA Objective 14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy

Sub-questions

- Will it maintain and enhance competitiveness, and capitalise on Cambridge's position as one of the UK's most competitive cities?
- Will it provide high quality employment land in appropriate, accessible locations to meet the needs of businesses and the workforce?
- Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, district and local centres?
- Will it provide appropriate office space?
- Will it minimise the loss of industrial floorspace?

Relevant topic(s) as set out in the SEA Regulations

- Material assets and Human Health

SA Objective 15. Support appropriate investment in people, places, communities and other infrastructure

Sub-questions

- Will it improve the level of investment in key community services and infrastructure, including communications, infrastructure and broadband?
- Will it improve access to education and training for all, and support provision of skilled employees to the economy?

Relevant topic(s) as set out in the SEA Regulations

- Population and Human Health

SA Objective 16. Reduce the need to travel and promote more sustainable travel choices

Sub-questions

- Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport?
- Will it encourage cycling for journeys over one mile?
- Will it discourage and reduce the use of the private car and ensure greater access to frequent public transport?
- Will it support movement of freight by means other than road?
- Will it promote infrastructure for zero emissions vehicles?

- Will it make the transport network safer for all users, both motorised and non-motorised?

Relevant topic(s) as set out in the SEA Regulations

- Material assets, Human Health, Climatic factors, and Air

Health Impact Assessment

2.9 Health Impact Assessment (HIA) aims to ensure that health-related issues are integrated into the plan-making process and has been integrated into this SA. Whilst the topic of health is directly addressed by SA objective 9, other SA objectives also address health issues. As 'human health' is one of the SEA topics, the SA framework presented above demonstrates which SA objectives will help address the health issues, directly or indirectly. Furthermore, in order to demonstrate how various HIA topics are addressed by the SA framework, it is useful to refer to guidance on HIA. The NHS London Rapid Health Impact Assessment Tool provides such guidance, and identifies the topics that should be covered by HIA. The list below shows how the SA Framework addresses these:

- Housing quality and design
 - Relevant SA Objective: SA objective 11: Ensure everyone has access to decent, appropriate and affordable housing
- Access to healthcare services and other social infrastructure
 - Relevant SA Objective: SA objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)
- Access to open space and nature
 - Relevant SA Objective: SA objective 10: Improve the quantity and quality of publicly accessible open space
- Air quality, noise and neighbourhood amenity

- Relevant SA Objective: SA objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution
- Accessibility and active travel
 - Relevant SA Objective: SA objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) and SA objective 16: Reduce the need to travel and promote more sustainable transport choices
- Crime reduction and community safety
 - Relevant SA Objectives (indirect): SA objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities; SA objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income; SA objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities); SA objective 15: Support appropriate investment in people, places, communications and other infrastructure
- Access to healthy food
 - Relevant SA Objective : Not directly relevant to the SA of the AAP, although the promotion of local food production could be addressed.
- Access to work and training
 - Relevant SA Objectives: SA objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities); SA objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy ; and SA objective 15: Support appropriate investment in people, places, communications and other infrastructure.
- Social cohesion and lifetime neighbourhoods
 - Relevant SA Objectives: SA objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities; SA objective 11: Ensure everyone has access to decent, appropriate and affordable housing; SA objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income; and SA objective 13: Improve the

quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities).

- Minimising the use of resources
 - Relevant SA Objective: SA objective 1: Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves
- Climate change
 - Relevant SA Objective: SA objective 7: Minimise impacts on climate change (including greenhouse gas emissions) and SA objective 8: Reduce vulnerability to future climate change effects
- Environmental quality
 - Relevant SA Objectives: SA objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution; SA objective 3: Protect and where possible enhance the quality of the water environment; SA objective 4: Avoid adverse effects on designated sites and protected species; SA objective 5: Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces; SA objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character; and SA objective 10: Improve the quantity and quality of publicly accessible open space.

SA Stage B: Developing and refining options and assessing effects

2.10 Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the SA can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan.

2.11 Regulation 12 (2) of the SEA Regulations requires that:

“The (environmental or SA) report must identify, describe and evaluate the likely significant effects on the environment of –

a) Implementing the plan or programme; and

b) Reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme.”

2.12 Any alternatives considered for the AAP need to be ‘reasonable’. This implies that alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework).

2.13 The SA findings are not the only factors taken into account when determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified for each option, such that it is not possible to ‘rank’ them based on sustainability performance in order to select a preferred option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their plan.

Issues and Options 2014

2.14 The first North East Cambridge Area Action Plan Issues and Options Report (at this stage it was called the Cambridge Northern Fringe East Area Action Plan) was produced for consultation between December 2014 and February 2015 and set out four potential options for the redevelopment of the area. An Interim SA Report (2014) was produced which accompanied this, which included an appraisal of:

- The AAP Vision, Development principles and Development Objectives.

- The Spatial Redevelopment Options (plus a do nothing committed development option which was based on existing site users and committed developments).
- Proposed policy approaches.

Second Issues and Options 2019

2.15 Following the consultation, Cambridge City Council Members considered the cost and challenge of relocating the Water Recycling Centre as unfeasible and therefore work on the AAP was paused to consider the way forward. Between then and the beginning of 2019 there was a significant number of developments that both affected and informed the preparation of the AAP. In light of the developments the Councils felt it necessary to assess a new set of development options, as well as including the Science Park to the west and updating the name of the AAP to North East Cambridge. Therefore, a second Issues and Options document was prepared and was consulted on accompanied by another Interim SA report between the 11th February and the 25th March 2019.

2.16 The Interim SA Report (2019) included an appraisal of:

- The AAP vision and objectives.
- The spatial approach (in this case the indicative concept plan) and where options have been provided.
- Policy approaches.

Draft AAP 2020

2.17 The options considered and assessed at the Issues and Options stages, along with the consultation responses received, evolved and fed into the proposed policies and reasonable alternatives that were set out in the Draft AAP. The Draft AAP and reasonable alternatives for each policy (where

applicable) were subject to SA in 2020. The vision for the AAP remained the same. The strategic objectives included the same key messages but were re-arranged and expanded with sub-objectives. Table D.1 in Appendix D sets out the reasonable alternatives considered by the Councils during preparation of the Draft AAP, how they were identified, and the Councils' reasons for selecting the preferred policy approach at that time. The Draft AAP and accompanying SA Report were published for consultation from July to October 2020.

2.18 It should be noted that many policy approaches that were assessed in 2014 and 2019 were done so at a very high level, just noting key SA objectives that would be impacted. The policies presented in the Draft AAP were worked up in much more detail, therefore more detailed assessments were presented in the 2020 SA Report. These assessments have now formed the basis of the SA of the Proposed Submission AAP policies presented in Chapter 4 of this SA Report, updated as necessary to reflect the current set of draft policies and any additional reasonable alternatives (see below).

2.19 The comments received in relation to consultation on all stages of the SA process described above and how these have been taken into account is presented in Appendix A.

Proposed Submission AAP

2.20 The Draft AAP consultation responses and further evidence work undertaken for and by the Councils has informed the Proposed Submission version of the AAP. Some of the policies have been re-drafted to reflect new evidence and in response to representations received, while others have not changed significantly from the Draft AAP stage. Chapter 4 of this SA Report sets out the SA effects of the policies now included in the Proposed Submission AAP, along with the effects of reasonable alternatives from the previous stages and any new alternatives that have been identified. Table D.2 in Appendix D explains how the policies have changed since the Draft AAP, and the Councils' reasons for selecting the policies in the Proposed Submission AAP.

SA Stage C: Preparing the Sustainability Appraisal Report

2.21 This SA Report describes the process that has been undertaken to date in carrying out the SA of the North East Cambridge AAP. It sets out the findings of the appraisal of the Proposed Submission AAP policies and reasonable alternatives to these, highlighting any likely significant effects (both positive and negative, and taking into account the likely secondary, cumulative, synergistic, short, medium and long term and permanent and temporary effects). It also describes the reasons for selecting or rejecting certain options during the preparation of the AAP to date.

SA Stage D: Consultation on the Area Action Plan and this SA Report

2.22 Cambridge City Council and South Cambridge District Council are inviting comments on the Proposed Submission AAP, this SA Report and the accompanying Non-technical Summary. All three documents will be published on the Councils' website for consultation.

2.23 Appendix A presents the consultation comments that were received in relation to the SA Scoping Report, and the 2014, and 2019 Interim SA Reports accompanying the Issues and Options, and the 2020 SA Report accompanying the Draft AAP and explains how each one has been addressed in the SA work undertaken since then.

SA Stage E: Monitoring implementation of the Area Action Plan

2.24 Recommendations for monitoring the likely significant social, environmental and economic effects of implementing the AAP are set out in Chapter 6.

Appraisal methodology

2.25 Reasonable alternative options and policies for the AAP have been appraised against the SA objectives in the SA framework (see under SA Scoping above), with symbols being given to each option or policy to indicate its likely effects on each SA objective as follows:

Table 2.1: Key to SA effects symbols

Symbol and colour coding	Description
++	The option or policy is likely to have a significant positive effect on the SA objectives.
++/-	The option or policy is likely to have a mixture of significant positive and minor negative effects on the SA objectives.
+	The option or policy is likely to have a minor positive effect on the SA objectives.
0	The option or policy is likely to have negligible or no effect on the SA objectives.
?	It is uncertain what effect the option or policy will have on the SA objectives.
-	The option or policy is likely to have a minor negative effect on the SA objectives.

Symbol and colour coding	Description
--/+	The option or policy is likely to have a mixture of minor positive and significant negative effects on the SA objectives.
	The option or policy is likely to have a significant negative effect on the SA objectives.
+/	The option or policy is likely to have a mixture of positive and negative effects on the SA objectives.

2.26 Where a potential positive or negative effect is uncertain, a question mark has been added to the relevant symbol (e.g. +? or -?) and the symbol has been colour coded as per the potential positive, negligible or negative effect (e.g. green, yellow, red etc.).

2.27 The likely effects of options and policies need to be determined and their significance assessed, which inevitably requires a series of judgements to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown above. The dividing line in making a decision about the significance of an effect is quite small. Where either (++) or (--) has been used to distinguish significant effects from minor effects (+ or -) this is because the effect of an option or policy on the SA objective in question is considered to be of such magnitude that it will have a noticeable measurable effect taking into account other factors that may influence the achievement of that objective. However, effects identified are relative to the scale of proposals under consideration.

Assumptions, uncertainty and difficulties encountered

2.28 It is a requirement of the SEA Regulations that consideration is given to any data limitations or other difficulties that are encountered during the SA process.

2.29 SA is a strategic process and therefore gives a relatively high-level assessment, highlighting key issues and where more detailed assessment may be required at the planning application stage. The PPG states that all reasonable alternatives should be considered in the same level of detail. Sustainability Appraisals can only make judgements based on the available data provided by Local Authorities, however the data is not always up to date and some data has not been compiled. For example, the extent of land contamination (which could impact factors such as human health and water quality (including groundwater)) requires further investigation.

2.30 Various factors have led to uncertainties in many of the assessments of effects of the AAP policies. These uncertainties are discussed within the assessment justification text within the findings chapters and appendices. The majority of these uncertainties relate to the fact that the exact nature, design and, in some cases location, of development depends on the proposals that come forward once the AAP is adopted, and therefore cannot be known at this stage.

Chapter 3

Sustainability Context for Development in North East Cambridge

Review of plans, policies and programmes

3.1 The AAP is not prepared in isolation, being greatly influenced by other plans, policies and programmes and by broader sustainability objectives. It needs to be consistent with international and national guidance and strategic planning policies and should contribute to the goals of a wide range of other programmes and strategies, such as those relating to social policy, culture and the historic environment. It must also conform to environmental protection legislation and the sustainability objectives established at an international, national and regional level.

3.2 One of the first steps in undertaking SA is to identify and review other relevant plans and programmes that could influence the AAP. The requirement to undertake a plan and programme review and identify the environmental and wider sustainability objectives relevant to the plan being assessed is set out in the SEA Regulations. An 'Environmental Report' required under the SEA Regulations should include: "An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes" to determine "the environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme...and the way those objectives and any environmental considerations have been taken into account during its preparation" (Schedule 2 (1), (5)).

3.3 The review of relevant plans and programmes aims to identify the relationships between the AAP and these other documents i.e. how the AAP could be affected by the other plans' and programmes' aims, objectives and/or targets, or how it could contribute to the achievement of their sustainability objectives. The review also ensures that the relevant environmental protection and sustainability objectives are integrated into the SA. Additionally, reviewing plans and programmes can provide appropriate information on the baseline for the plan area and help identify the key sustainability issues.

3.4 The SA Scoping Report included a review of plans and programmes, consistent with the requirements of the SEA Regulations, and which informed the development of the SA Framework. This review has been updated as part of the preparation of this SA Report to take into account consultation responses to the Scoping Report and changes to the policy context. A full updated review of relevant plans and programmes is presented in Appendix B and summarised below.

Key international plans, policies and programmes

3.5 At the international level, there is a wide range of plans and programmes which act to inform and shape national level legislation. Planning policy in England at a national and local level (i.e. the NPPF and Local Plans) should be aware of and in conformity with the relevant legislation.

3.6 Although the requirements for SEA and HRA originate from EU Directives, the UK left the EU in January 2020 and the transition period ended at the end of 2020. Following the end of the transition period, most EU law continues to apply as a result of provisions in the European Union (Withdrawal) Act 2018 (EUWA) and the 'EU Exit' amendments to domestic legislation, although the UK is no longer bound by judgements of the Court of Justice of the European Union.

3.7 The UK remains part of a number of international treaties, many of which relate to environmental protection, particularly in terms of biodiversity protection and climate change. This includes the Ramsar convention, which requires conservation and sustainable use of wetlands, the Bern Convention (1979) and International Convention on Biological Diversity (1992), which seek to ensure international co-operation to conserve species in their natural habitats, and the UN Declaration on Forests. In addition, international agreements, such as the 2015 Paris Agreement address, minimising carbon emissions and global warming.

3.8 The European Convention for the Protection of the Architectural Heritage of Europe (1985) and the Valletta Treaty (1992) seek to protect the historic environment, while the European Landscape Convention (2002) seeks to protect and manage landscapes and promote living landscapes.

3.9 Also of relevance is the Aarhus Convention (1998), which seeks to enable public participation in decision-making and the Johannesburg Declaration (2002), which sets an international framework for sustainable development.

Key national plans, policies and programmes

3.10 The most significant national policy context for the Local Plan is the National Planning Policy Framework (NPPF) which was originally published in 2012, revised in 2018 and 2019, and updated again in 2021 **[See reference 4]**. The NPPF sets out information about the purposes of local plan-making, stating that:

"Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings."

3.11 The NPPF states that plans should:

- Be prepared with the objective of contributing to the achievement of sustainable development.
- Be prepared positively, in a way that is aspirational but deliverable.
- Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.
- Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals.
- Be accessible through the use of digital tools to assist public involvement and policy presentation.
- Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

3.12 The NPPF requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:

- Housing (including affordable housing), employment, retail, leisure and other commercial development.
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, Flood risk and coastal change management, and the provision of minerals and energy (including heat).
- Community facilities (such as health, education and cultural infrastructure).
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

3.13 The NPPF also promotes well-designed places and development, as well as protection and enhancing beneficial use of the Green Belt.

3.14 Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including qualitative aspects such as design of places, landscapes, and development.

3.15 The NPPF also states that:

"Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)."

Key local plans

3.16 Cambridge City Council and South Cambridgeshire District Council are currently working on a joint Greater Cambridge Local Plan, which includes the North East Cambridge AAP area as an allocation. However, until the Greater Cambridge Local Plan is adopted each local authority's individual adopted Local Plans remain in place:

- Cambridge City Local Plan (2018) sets out the City Council's approach to planning for a compact city through focusing new development in accessible locations, reusing previously developed land and completing the delivery of planned new urban neighbourhoods, and small Green Belt releases where exceptional circumstances exist.
- South Cambridgeshire District Council's Local Plan (2018) aims to bring together the economy, social and natural environments to ensure a sustainable future for the District over the period to 2031 and beyond.

Baseline information

3.17 Baseline information provides the context for assessing the sustainability of proposals in the AAP and it provides the basis for identifying trends, predicting the likely effects of the plan and monitoring its outcomes.

3.18 Schedule 2 of the SEA Regulations requires data to be gathered on biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape. As an integrated SA and SEA is being carried out, baseline information relating to other sustainability topics has also been included, for example, information about housing, education, transport, energy, waste and economic growth. This information can be found in Appendix C.

Key sustainability issues

3.19 Identification of the key sustainability issues and consideration of how these issues might develop over time if the AAP is not prepared, help meet the requirements of Schedule 2 of the SEA Regulations to provide information on:

"the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" and "any existing environmental problems which are relevant to the plan."

3.20 A set of key sustainability issues for the AAP area was identified during the Scoping stage of the SA and was presented in the Scoping Report prepared by Environ and the interim SA report prepared by Ramboll. LUC's updated review of plans and programmes presented in Appendix B and of the baseline information presented in Appendix C, builds on the earlier SA work, and has identified a number of objectives and issues relevant to the AAP and the scope of the SA across the following topic areas:

- Land.
- Environmental Quality and Protection.
- Biodiversity, Flora and Fauna.
- Landscape, Townscape and Cultural Heritage.
- Climate Change.
- Water and Flooding.
- Human Health and Wellbeing.
- Economy and Infrastructure (including Transport).

3.21 These objectives and issues are summarised in Appendix B together with the key sources of relevant information and implications for the SA Framework.

3.22 Appendix C also describes the likely evolution of each key sustainability issue if the AAP were not to be adopted

Chapter 4

SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Introduction

4.1 This section describes the findings of the SA in relation to the vision, strategic objectives, policies and their reasonable alternatives considered for the North East Cambridge Area Action Plan. The likely effects of the vision, strategic objectives policies and alternatives are set out within this chapter in the order they are set out in the Proposed Submission AAP. A description of the likely effects of the options for the overall development of the NEC site, having regard to different assumptions relating to the Waste Water Treatment Plant, is also presented at the start of this chapter.

4.2 For the policies, the likely effects of the preferred approach to the policy (i.e. as it is currently drafted in the Proposed Submission AAP) are set out alongside the effects of any reasonable alternatives that have been considered to date. The reasonable alternatives identified during the Draft AAP stage and assessed in the 2020 SA Report are re-presented in this chapter as a record of previous findings, unless there has been a change in circumstances that means the alternative is no longer reasonable. While overall effects of the draft policies have not been changed, any changes that may have occurred due to a change in circumstance at this point in time have been noted. Most reasonable alternatives relate to a particular part of the policy in question, rather than a completely different policy approach. Where this is the case, it has been assumed that the rest of the policy would remain the same as in the preferred

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

policy. For the preferred policy approaches, for the most part, the appraisal findings from the 2020 SA Report for the Draft AAP have been updated to reflect any amendments to the draft policy wording between the Draft AAP and Proposed Submission AAP. A summary of how each policy has changed since the Draft AAP is presented in Table D.2 in Appendix D.

4.3 Recommendations have been identified at each stage in the AAP preparation to help minimise negative impacts of the plan and maximise positive impacts. A record of these recommendations and the Councils' response to these recommendations are recorded in Chapter 6.

Outline of the contents of the Area Action Plan

4.4 The AAP seeks to redevelop the area of Cambridge between the A14 to the north and west, the Cambridge to King's Lynn railway line to the east and residential areas to the south. The area currently houses Cambridge Science Park, St John's Innovation Park, Cambridge Business Park, a golf driving range, a wastewater treatment plant, industrial uses and railway sidings.

4.5 The AAP seeks to retain and intensify most of the employment land, whilst taking advantage of the anticipated relocation of the Waste Water Treatment Plant to create a new community. This includes provision for 8,350 new homes and 15,000 new jobs, as well as new physical, social and environmental infrastructure.

4.6 The vision for the AAP is to create a 'healthy, inclusive, walkable, low-carbon new city district with a vibrant mix of high quality homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods'.

4.7 The AAP includes a Vision, Strategic Objectives and policies contained within the following chapters:

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

- Introduction.
- Vision and Objectives
- Spatial Framework.
- Climate Change, Energy, Water and Biodiversity.
- Design and Built Character.
- Jobs, Homes and Services.
- Connectivity.
- Development Process.

Development of the NEC site

4.8 The AAP has been prepared with the assumption that the Waste Water Treatment Plant (WWTP) will be relocated. However, the Councils have considered the implications of other possibilities for the amount of the NEC site that is suitable for development, as discussed below.

4.9 The relocated plant would be fully operational prior to the existing plant being decommissioned and therefore there would be no discontinuity in service. The new plant would also have increased capacity to serve Cambridge and also the Waterbeach catchment.

4.10 Note that reasonable alternative locations for the WWTP are considered through the Development Consent Order (DCO) process that will be required for the new WWTP (a DCO is the means of obtaining permission for developments, such as WWTP, which are categorised as Nationally Significant Infrastructure Projects (NSIP)). The reasonable alternative locations for the new WWTP are outside the scope of the NEC AAP (and the emerging Greater Cambridge Local Plan), and therefore outside the scope of this SA. The preferred location for the WWTP is not assessed here, as it is not proposed or determined by the Local Plan or NEC AAP. However, the preferred location for the WWTP will be taken

into consideration when determining the cumulative effects of the Local Plan and NEC AAP.

Options for development of the NEC site

- A. Full North East Cambridge (NEC) development on site (assumes WWTP relocates).
- B. No/limited NEC development (assumes WWTP stays as is and strategic scale development goes elsewhere).

4.11 The Councils also considered whether it would be possible to achieve partial NEC development by downsizing the WWTP on site, either outdoors or indoors. However, Anglian Water advised the local planning authorities that the business case supporting the Housing Infrastructure Fund (HIF) bid by Anglian Water and Cambridge City Council had concluded that construction of a new consolidated WWTP facility on site would not be technically feasible due to the need to maintain the existing operational facility, with switch-over only being possible once commissioning of the new plant has been completed. The cost would also be of a similar order to that assessed for relocation (albeit without the tunnelling costs of off-site).

4.12 The business case concluded that even if consolidation into the north eastern portion of the existing site could have been achieved, at best this would release circa 40% of the existing operational area, but the area released would be constrained by operational needs and odour safeguarding, resulting in only 16 hectares of potentially developable land. Due to the odour constraints, development of the released land would only be suitable for industrial or commercial use and the overall quantum enabled would be minimal. The assessment concluded that, without potential for housing, the redevelopment would not attract HIF type funding and would render the consolidation option unviable. The announcement that the HIF bid had been successful was made by the Chancellor in his speech of 13 March 2019. For these reasons the Councils have concluded that consolidation on site is not considered to be

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

deliverable or viable and is therefore not considered to be a reasonable alternative.

4.13 The Councils also considered whether it would be possible to achieve a higher or lower quantum of development at NEC. A higher quantum of development was proposed in the Draft AAP, and has been appraised under Option E for Policy 1: A comprehensive approach at North East Cambridge (see ‘AAP Chapter 1 – Spatial Framework’ section below). A lower quantum of development than that set out in the Proposed Submission AAP is not considered to be a reasonable alternative because evidence shows that it would not be deliverable or viable. The development quanta set out in the Draft AAP and Proposed Submission AAP are considered in the assessment of Policy 1 below, and are not repeated here.

4.14 Table 4.1 summarises the likely effects of the two WWTP options through the use of colour coded symbols, and the justification for the effects identified is provided below the table. The assessments below focus on the principle of redeveloping NEC (Option A) or not (Option B), and were undertaken prior to the policies of the AAP being fully developed. Therefore, they do not take into consideration the more detailed proposals for how the NEC site will be developed, which are included through the Spatial Framework and other policies in the AAP and have been appraised separately (see appraisal findings in ‘AAP Chapter 1-4’ sections below).

Table 4.1: Appraisal of options for development of the NEC site

SA objective	A	B
1. Land, soil and minerals	++	0
2. Air quality and pollution	+/	0
3. Water	-?	0
4. Protect species and habitats	?	0
5. Biodiversity	?	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B
6. Landscape and townscape	++	0
7. Greenhouse gas emissions	+/	0
8. Climate change resilience	+	0
9. Health and wellbeing	++	0
10. Open space	+	0
11. Housing	++	0
12. Equality	+	0
13. Services and facilities	++	0
14. Economy	++?	0
15. Infrastructure	++	0
16. Sustainable travel	+/	0

A. With full NEC development on site (assumes WWTP relocates)

4.15 Option A assumes the full NEC development would go ahead and is predicated on the relocation of the WWTP taking place, following its separate DCO process. Significant positive effects are expected for SA objective 1 (land, soils and mineral resources) because on the basis of the WWTP having relocated, the full NEC development would go ahead at this location which is largely on previously developed land.

4.16 The development of the full NEC site with the relocated WWTP is expected to result in mixed minor positive and minor negative effects in relation to SA objective 2 (air quality and pollution). This is because although the proximity of the site on the edge of Cambridge means new residents would be likely to access existing and proposed sustainable transport modes and the scale of

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

development would be likely to include new provision, development of the site has the potential to generate more car journeys from new residents due to its relationship with existing main routes into and around Cambridge, particularly through the AQMA on the A14 Corridor. Mixed minor positive and minor negative effects are expected for SA objective 7 (greenhouse gas emissions) and SA objective 16 (sustainable travel) for the same reasons.

4.17 The NEC development is likely to regenerate the area by providing a mix of uses and could improve the existing landscape and townscape through sensitive design of new development. Therefore, workers and residents would not need to travel elsewhere for services and facilities, which would be within walking distance of one another. Issues associated with deprivation could also be addressed through the area's regeneration. For these reasons, significant positive effects are identified in relation to SA objectives 6 (landscape and townscape) and 9 (health and wellbeing). Negligible effects are expected in relation to the historic environment (relevant to SA objective 6) because there are no designated heritage assets within NEC and although there are some located to the southeast and east of the site, the site already comprises built development and is therefore expected to have a limited effect on the historic environment.

4.18 The full NEC development could have minor positive effects in relation to SA objective 10 (open space) because the full NEC development will make provision for open space and also support the retention of existing areas of open space.

4.19 The full NEC development is likely to have significant positive effects in relation to SA objectives 11 (housing) and 14 (economy) because a large area of land is allocated for housing and employment development in NEC. The effects for SA objective 14 are uncertain, as redevelopment of the site could lead to a net loss of industrial floorspace.

4.20 The full NEC development is likely to have significant positive effects in relation to SA objectives 13 (services and facilities) and 15 (infrastructure) because due to its scale, the full NEC development would be likely to include a

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

number of new retail, community and other town centre uses, as well as new schools.

4.21 The full NEC development has potential for disturbance to or loss of the Milton Road Hedgerows City Wildlife Site. There is also a Local Nature Reserve (Bramblefields) located adjacent to the NEC development area, which could be affected by changing uses in the surrounding area, although this is uncertain until more detailed proposals are put forward. Therefore, significant negative effects with uncertainty are expected in relation to SA objective 4 (protected species and habitats).

4.22 Significant negative effects with uncertainty are expected in relation to SA objective 5 (biodiversity) because the development of Chesterton Sidings and the surrounding area is likely to have adverse effects on biodiversity because the area mainly consists of young trees and open mosaic habitats on previously developed land and a priority habitat. There is also uncertainty as to whether improvements in access to surrounding development could affect the priority habitats at the site.

4.23 The full NEC is expected to have minor positive effects in relation to SA objective 8 (climate change resilience) because the NEC development presents an opportunity to address issues such as flood risk.

4.24 Minor positive effects are also expected in relation to SA objective 12 (equality) because housing provision will include a proportion of affordable housing, delivering mixed communities, with provision also made for accessible and adaptable dwellings. With respect to the economy, job opportunities would be created, and the growth of employment space could result in improvements in access to training.

4.25 Minor negative effects are expected in relation to SA objective 3 (water) because although there are no Source Protection Zones at or near the site, there are a small number of water bodies present and the First Public Drain. Therefore, development of the site could potentially cause a deterioration in water quality through sediment runoff during construction. The effect is recorded

as uncertain because development is also likely to result in increased pressure on wastewater treatment.

B. No/limited NEC development (assumes WWTP stays as is and strategic scale development goes to unspecified locations elsewhere in the Greater Cambridge area)

4.26 If the WWTP were to remain in its current location, the full NEC development would not take place. Whilst it may be possible that some individual proposals may still come forward, as they have done in the wider AAP area under the adopted 2018 Local Plans (e.g. on Cambridge Science Park and St John's Innovation Centre), opportunities would continue to be very limited in the vicinity of the WWTP in order to be compatible with the existing constraints. There would be no comprehensive redevelopment of the site and very limited opportunities for residential development, and therefore this represents a 'do nothing' option. In this scenario, it is assumed that strategic development would take place elsewhere in order to ensure sufficient housing and employment growth is provided in Greater Cambridge; however, the specific location is uncertain and would be a matter for the emerging Greater Cambridge Local Plan to determine and not for the AAP. Therefore, option B would have negligible effects for all SA objectives, as it represents the likely future baseline without the AAP.

Our Vision

4.27 No reasonable alternatives to the vision were identified.

Table 4.2: Vision

SA objective	A
1. Land, soil and minerals	0
2. Air quality and pollution	+
3. Water	0
4. Protect species and habitats	0
5. Biodiversity	0
6. Landscape and townscape	0
7. Greenhouse gas emissions	++
8. Climate change resilience	0
9. Health and wellbeing	+
10. Open space	0
11. Housing	++
12. Equality	++
13. Services and facilities	++
14. Economy	++
15. Infrastructure	++
16. Sustainable travel	++

4.28 The vision focuses on creating an inclusive place, which is expected to help reduce inequalities and improve the number and range of homes and jobs available, leading to significant positive effects for SA objectives 11 (housing), 12 (equality), 14 (economy) and 15 (infrastructure). Significant positive effects are also expected for SA objective 7 (greenhouse gas emissions), 9 (health and wellbeing), 13 (services and facilities) and 16 (sustainable travel), as the vision sets out that the AAP area should be healthy, low-carbon and walkable,

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

including having all necessary local services and facilities on the doorstep, thereby reducing the need to travel by car and encouraging active travel. This will also contribute positively to the physical, social and mental health of residents and workers.

4.29 Minor positive effects are expected with regards to SA objective 2 (air quality and pollution), as encouraging active travel will help to minimise emissions of air pollutants from vehicle transport.

Strategic Objectives

4.30 The Strategic Objectives are as follows:

1. North East Cambridge will be a low environmental impact urban district, addressing both the climate and biodiversity emergencies.
2. North East Cambridge will be a vibrant, mixed-use new district where all can live and work.
3. North East Cambridge will help meet the strategic needs of Cambridge and the sub-region.
4. North East Cambridge will be a healthy and safe neighbourhood.
5. North East Cambridge will be physically and socially integrated with neighbouring communities.

4.31 No reasonable alternatives to the strategic objectives were identified.

Table 4.3: Strategic Objectives

SA objective	1	2	3	4	5
1. Land, soil and minerals	0	++	0	0	0
2. Air quality and pollution	+	0	+/	+	+
3. Water	0	0	0	0	0
4. Protect species and habitats	+	0	0	++	+
5. Biodiversity	++	0	0	++	+
6. Landscape and townscape	+?	++	0	0	0
7. Greenhouse gas emissions	++	+	+/	+	++
8. Climate change resilience	+	0	0	0	0
9. Health and wellbeing	+	++	+	++	++
10. Open space	+?	0?	++	++	++
11. Housing	0	++	++	0	0
12. Equality	+	+	++	0	+
13. Services and facilities	++	+	+	+	++
14. Economy	+	+?	++?	++?	++
15. Infrastructure	+	+	+	+	+
16. Sustainable travel	++	+	+/	++	++

1. NEC will be a low environmental impact urban district, addressing both the climate and biodiversity emergencies

4.32 Significant positive effects are expected for SA objectives 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel), as the

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

vision sets out that the AAP area should be low-carbon and walkable, including having all necessary local services and facilities on the doorstep, thereby reducing the need to travel by car. This is also likely to result in minor positive effects for SA objective 2 (air quality and pollution). Significant positive effects are also expected for SA objective 5 (biodiversity) and minor positive effects for SA objective 4 (protected habitats and species), as this objective seeks to address the biodiversity emergency.

4.33 This objective promotes provision of green and blue infrastructure, which may help to enhance townscape character and attract inward investment, resulting in minor positive effects for SA objectives 6 (landscape and townscape) and 14 (economy). This GI enhancement may include new open space and help integrate climate change resilience, both of which will benefit human health, resulting in minor positive effects for SA objectives 8 (climate change resilience), 9 (health and wellbeing) and 10 (open space). Together, these factors will help address equalities, by opening up more opportunities without having to rely on access to a car or ability to drive, and will support investment in people, places and communities, resulting in minor positive effects for SA objectives 12 (equality) and 15 (infrastructure).

2. NEC will be a vibrant, mixed-use new district where all can live and work.

4.34 Significant positive effects are expected for SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape), as this objective seeks to make best and most effective use of land and promotes placemaking and well-designed places, including buildings with their own identity.

4.35 Significant positive effects are identified with regards to SA objectives 11 (housing) and 14 (economy), as this objective states that a range of new homes of different types and tenure will be provided, as well as a range of employment space that is adaptable to changing needs over time.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.36 Minor positive effects are expected for SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), as providing mixed use development and collaborative spaces, supported by cafes, leisure and cultural facilities, will help to reduce the need to travel by car, therefore minimising greenhouse gas emissions. Minor positive effects are also expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as this objective is expected to lead to investment in and provision of local services and facilities, through mixed use development and integrating cultural and leisure uses with collaborative spaces. These objectives will also be supported by promoting links to educational and business uses. Encouraging links between business and education could also help to open up more opportunities to local people and address inequalities, therefore supporting SA objective 12 (equality). In addition, the objective seeks to ensure places are accessible and create opportunities for social integration.

4.37 Significant positive effects are expected for SA objective 9 (health and wellbeing), as development will be supported by community, sport, leisure and health uses. While effects for SA objective 10 (open space) are expected to be negligible, there is some uncertainty, as the 'beautifully designed places' referred to could include open space and outdoor spaces for leisure and recreation. However, this SA objective is more likely to be addressed by other Strategic Objectives of the AAP.

3. NEC will help meet the strategic needs of Cambridge and the sub-region

4.38 Significant positive effects are expected for SA objective 11 (housing), as this objective looks to ensure NEC helps make a significant contribution to the housing needs of Greater Cambridge area and the wider Cambridge-Milton Keynes-Oxford Growth Corridor. Significant positive effects are also expected for SA objective 12 (equality), as it promotes social justice and equality. This will also be supported by provision of community and communications infrastructure, which provide opportunities for support and socialisation for the less mobile and those at risk of isolation, such as the elderly and stay at home parents. Supporting provision of community facilities and other infrastructure

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

when people need it, and high quality communications infrastructure is also expected to have minor positive effects in relation to SA objectives 13 (services and facilities) and 15 (infrastructure).

4.39 Significant positive effects are expected for SA objective 10 (open space), as the objective specifically refers to ensuring delivery of high-quality open space facilities. This will also have a minor positive effect for SA objective 9 (health and wellbeing), as provision of open space, as well as cultural facilities, provides residents with opportunities for physical activity and socialising, benefitting both physical and mental health.

4.40 Significant positive effects are also expected for SA objective 14 (economy), as this objective seeks to build on NEC's importance in the wider economy, whilst layering and unlocking investment in infrastructure may help ensure efficient economic growth.

4.41 Mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). This is because the objective seeks to create a self-sustaining place, which will minimise the need to travel, e.g. to access services and supports reliable, high quality communications, which will allow more online collaboration and working from home. However, continuing to build on the strategic importance of NEC, particularly in relation to the wider Cambridge-Milton Keynes-Oxford Growth Corridor, may necessitate increased travel and vehicle movements to and from the site.

4. NEC will be a new healthy and safe neighbourhood

4.42 Promoting active travel is likely to lead to a reduction in travel by car, which will have minor positive effects on SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions), and significant positive effects for SA objective 16 (sustainable travel). Significant positive effects are also expected for SA objectives 4 (protected habitats and species) and 5 (biodiversity), as this objective seeks to conserve and enhance the natural environment.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.43 Significant positive effects are also expected for SA objectives 9 (health and wellbeing) and 10 (open space), as this objective directly addresses human health and wellbeing, including provision of access to open space, sports and recreational facilities, as well as food growing opportunities. Improved accessibility to these facilities will also have minor positive effects on SA objectives 13 (services and facilities) and 15 (infrastructure). Minor positive effects are expected for SA objective 14 (economy), because improved health outcomes will result in a more productive workforce, therefore supporting the local economy.

5. NEC will be physically and socially integrated with neighbouring communities

4.44 This objective promotes the creation of new routes for walking and cycling and for public transport connections to be integrated into the planning of NEC, as well as access to jobs, services and open space, thereby reducing the need to travel by car and improving health and wellbeing which will have significant positive effects on SA objectives 7 (greenhouse gas emissions), 9 (health and wellbeing) and 16 (sustainable travel). Significant positive effects are also expected for SA objectives 10 (open space), 13 (services and facilities) and 14 (economy) as this objective seeks to improve access to jobs, services and open spaces through a planned and designed development.

4.45 Minor positive effects are expected for SA objectives 2 (air quality and pollution) and 5 (biodiversity) as additional sustainable methods of travel help to improve air quality and new open space may improve biodiversity and improve opportunities for people to access wildlife. This objective also aims to integrate NEC well with the surrounding area and existing environmental constraints therefore minor positive effects are also expected against SA objective 4 (protected species and habitats).

4.46 Together, these factors will help address equalities, by opening up more opportunities without having to rely on access to a car or ability to drive, and will

support investment in people, places and communities, resulting in minor positive effects for SA objectives 12 (equality) and 15 (infrastructure).

AAP Chapter 1 – Spatial Framework

A Spatial Framework for North East Cambridge

4.47 This section presents the results of the appraisal of the spatial framework diagram and accompanying text as included in the Proposed Submission AAP, considered on its own merits, that is without taking into consideration the more detailed policies setting out how the NEC site will be developed, which are included through the other policies in the AAP and have been appraised separately (see appraisal findings for Policy 1 below and in AAP Chapter 1-4 sections below). It is noted that the diagram is intended as a visual representation of the spatial policies of the AAP.

Options

- A. Preferred Option – Spatial Framework
- B. Alternative option – Industrial areas and relocated aggregates railhead adjacent to the A14
- C. Alternative option – Densification of industrial uses in current locations (Cowley and Nuffield road)
- D. Alternative option – Residential development (c. 1000 units) within Cambridge Science Park clustered around the proposed Local Centre
- E. Alternative option - Concept plan from 2019 Issues and Options document

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

F. Alternative option - Previous Draft Reg 18 (2020) Spatial Framework

4.48 The Councils have confirmed that options B to D take the Spatial Framework as the starting point and are variations on that.

Table 4.4: Spatial Framework

SA objective	A	B	C	D	E	F
1. Land, soil and minerals	++	++	++	++	++	++
2. Air quality and pollution	+	++/-	++/-	+/	--/+	--/+
3. Water	+	+	+	+	+	+
4. Protect species and habitats	+	+/	+?	+?	-?	-?
5. Biodiversity	+/?	+/?	+/?	+/?	+/?	+/?
6. Landscape and townscape	++	++	++	++	++	++
7. Greenhouse gas emissions	+	+	+	+	+/	+/
8. Climate change resilience	+	+	+	+	+	+
9. Health and wellbeing	++	++	++	++	++	++
10. Open space	+?	+	+	+	+	+
11. Housing	++	++	++	++	++	++
12. Equality	+	+	+	+	+	+
13. Services and facilities	++	++	++	++	+	++
14. Economy	++?	++?	++?	++?	++?	++?
15. Infrastructure	++	++	++	++	+?	++
16. Sustainable travel	++	++	++	++	++/-	++/-

A. Preferred option

4.49 Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as the Spatial Framework aims to redevelop NEC to create a new community on largely previously developed land.

4.50 Minor positive effects are identified for SA objective 2 (air quality and pollution), as the Spatial Framework encourages sustainable modes of travel, including a new Guided Busway stop, as well as introducing a 'trip budget' for the AAP area, which requires no net increase in traffic. A noise barrier along the A14 is proposed, which could help minimise noise pollution within NEC. Minor positive effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the emphasis on sustainable modes. Significant positive effects have been identified for SA objective 16 (sustainable travel) as the Spatial Framework aims to create a cohesive development that facilitates modal shift to more active modes of travel.

4.51 Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the Spatial Framework seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside and seeks to manage density and height of development appropriately. Provision of new employment opportunities should help to address some issues related to deprivation in the area. With regards to the historic environment (relevant to SA objective 6), there are no designated heritage assets within NEC. The Riverside and Stourbridge Common Conservation Area and the Fen Ditton Conservation Area, and associated historic assets, are located to the southeast and east of the site. Given that the site is previously developed and already set in a relatively urban context, along with the ambition to protect and improve the townscape, development is anticipated to have a limited effect on these assets. Development of the eastern part of NEC could result in a more urbanised appearance of the site, due to the increased height and density of development,

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

compared to the existing wastewater treatment plant and disused land at Chesterton sidings. However, the presence of the railway line, industrial uses to the west and caravan park to the east mean that this effect will be limited, and therefore negligible effects are expected on the historic environment.

4.52 Minor positive effects are expected for SA objective 10 (open space), as the Spatial Framework includes provision of a network of high quality, accessible green space, and enhances the GI network within the site and includes two links across the A14 to existing and proposed GI to the north of Cambridge and a new foot and cycle bridge across to Chesterton Fen and the wider rural area and the River Cam corridor.

4.53 Significant positive effects are expected for SA objectives 11 (housing) and 14 (economy), as the Spatial Framework identifies a large area of land for housing development, which is expected to include affordable housing, and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

4.54 Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Spatial Framework includes provision for a number of new retail, community and other town centre frontages, as well as three new schools.

4.55 A minor positive effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as the accompanying text states that biodiversity assets and habitats currently on the site will be protected and enhanced. However, uncertainty arises because the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area.

4.56 With regards to SA objective 5 (biodiversity), mixed minor positive and minor negative effects with uncertainty are expected. The positive effects are likely to arise as the Spatial Framework looks to retain existing biodiversity assets and includes new green infrastructure provision. However, negative

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

effects may arise as a result of development of Chesterton Sidings and the surrounding area. This area currently consists of young trees and open mosaic habitats on previously developed land, a priority habitat, which would largely be lost to development. In addition, there is uncertainty as to how improving access to Chesterton Fen could affect the priority habitats at this site (primarily coastal and floodplain grazing marsh).

4.57 Minor positive effects are expected against the majority of remaining SA objectives, as the Spatial Framework encourages sustainable modes of travel, particularly active travel, and improved biodiversity links through an enhanced green infrastructure network. The Spatial Framework also provides for a mix of development, including new housing development, four local centres, and employment opportunities, which will help to provide opportunities for local people and support the local economy.

B. Industrial areas and relocated aggregates railhead adjacent to the A14

4.58 Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

4.59 Significant positive effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel. This option may bring further benefits for SA objective 2 compared to other options, as locating industrial uses and the aggregates railhead adjacent to the A14 may help to concentrate noisy uses in one part of the site, and the effects of this noise may be lessened by the fact the A14 is already a source of noise (although a noise barrier is included in the Spatial Framework). Minor positive effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the emphasis on sustainable modes. Significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.60 Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as this option seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside and seeks to manage density and height of development appropriately. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

4.61 Minor positive effects are expected for SA objective 10 (open space), as the Spatial Framework retains and enhances the GI network within the site and includes a link across the A14 to Milton Country Park and to Chesterton Fen.

4.62 Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as this option identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

4.63 Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Spatial Framework includes provision for a number of new retail, community and other town centre frontages, as well as three new schools.

4.64 A mixed minor positive and minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as the accompanying text states that biodiversity assets and habitats currently on the site will be protected and enhanced. However, this option is expected to involve relocating industrial land uses and the aggregates railhead adjacent to the Milton Road Hedgerows City Wildlife Site, therefore increasing disturbance at this site. In addition, the Bramblefields Local Nature Reserve is adjacent to the

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

4.65 Minor positive effects are expected against the majority of remaining SA objectives, as the Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network. The Spatial Framework also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

C. Densification of industrial uses in current locations

4.66 Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

4.67 Significant positive effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel. This option may bring further benefits for SA objective 2 compared to other options, as it will concentrate industrial uses, which are more likely to be noisy, in one part of the site. In addition, a noise barrier along the A14 is proposed, which could help minimise noise pollution within NEC. Minor positive effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the emphasis on sustainable modes. Significant positive effects have been identified for SA objective 16 (sustainable travel).

4.68 Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as this option seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside and seeks to manage density

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

and height of development appropriately. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

4.69 Minor positive effects are expected for SA objective 10 (open space), as the Spatial Framework retains and enhances the GI network within the site and includes a link across the A14 to Milton Country Park and to Chesterton Fen.

4.70 Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as this option identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

4.71 Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Spatial Framework includes provision for a number of new retail, community and other town centre frontages, as well as three new schools.

4.72 A minor positive effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as the accompanying text states that biodiversity assets and habitats currently on the site will be protected and enhanced. However, uncertainty arises because the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area.

4.73 Minor positive effects are expected against the majority of remaining SA objectives, as the Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network. The Spatial Framework also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

D. Residential development within Cambridge Science Park clustered around the proposed Local Centre

4.74 Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this option aims to redevelop NEC to create a new community on largely previously developed land.

4.75 Minor positive effects are identified for SA objective 2 (air quality and pollution), as this option encourages sustainable modes of travel. A noise barrier along the A14 is proposed, which could help minimise noise pollution within NEC. Minor positive effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the emphasis on sustainable modes. Significant positive effects have been identified for SA objective 16 (sustainable travel).

4.76 Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the Spatial Framework seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside and seeks to manage density and height of development appropriately. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

4.77 Minor positive effects are expected for SA objective 10 (open space), as the Spatial Framework retains and enhances the GI network within the site and includes a link across the A14 to Milton Country Park and to Chesterton Fen.

4.78 Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as this option identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

4.79 Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Spatial Framework includes provision for a number of new retail, community and other town centre frontages, as well as three new schools. Whilst all options are expected to have significant positive effects on SA objective 13 (services and facilities), this option may bring further benefits as it provides the opportunity for people to live closer to where they work, whilst still having access to local facilities.

4.80 A minor positive effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as the accompanying text states that biodiversity assets and habitats currently on the site will be protected and enhanced. However, uncertainty arises because the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area.

4.81 Minor positive effects are expected against the majority of remaining SA objectives, as the Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network. The Spatial Framework also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy.

4.82 Whilst all options are expected to have minor positive effects on SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), this option may bring further benefits as it provides the opportunity for people to live closer to where they work, whilst still having access to local facilities.

E. Concept plan from 2019 Issues and Options document

4.83 Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as the concept plan aims to redevelop NEC to create a new community on largely previously developed land.

4.84 Mixed minor positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as the concept plan encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic (as the 2019 Concept Plan did not include reference to a trip budget) , including through the AQMA on the A14 Corridor. A mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effects have been identified for SA objective 16 (sustainable travel).

4.85 Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the indicative concept plan seeks to improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Plan also proposes green infrastructure routes within the site and to the wider countryside, and proposes to improve the First Public drain contributing to improved townscape character for future users of the site. Provision of new employment opportunities should help to address some issues related to deprivation in the area.

4.86 A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.87 Significant positive effects are expected for SA objective 11 (housing) and 14 (economy), as the concept plan identifies a large area of land for housing development, which is expected to include affordable housing and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

4.88 Minor positive effects are expected against the majority of remaining SA objectives, as it encourages sustainable modes of travel and improved biodiversity links through the green infrastructure network, and proposes a sustainable water management network. The Concept Plan also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people, provide access to a range of services and support the local economy. With regards to SA objectives 5 (biodiversity), 9 (health and wellbeing) and it is noted that the Indicative Concept Plan does not include a new link across the A14 to Milton Country Park, whereas the Spatial Framework does.

F. Previous Draft Reg 18 (2020) Spatial Framework

4.89 Significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as the Spatial Framework aims to redevelop NEC to create a new community on largely previously developed land.

4.90 Mixed minor positive and significant negative effects are identified for SA objective 2 (air quality and pollution), as the Spatial Framework encourages sustainable modes of travel, but also has potential to generate substantial amounts of traffic (as the Draft AAP Spatial Framework did not include reference to the trip budget), including through the AQMA on the A14 Corridor. Mixed minor positive and minor negative effects have been identified for SA objective 7 (greenhouse gas emissions) to reflect the likely traffic to be generated but the emphasis on sustainable modes. A mixed significant positive and minor negative effect has been identified for SA objective 16 (sustainable travel).

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.91 Significant positive effects are identified against SA objectives 6 (landscape and townscape) and 9 (health and wellbeing), as the Spatial Framework seeks to regenerate and improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Framework also includes green infrastructure routes within the site and links to the wider countryside. Provision of new employment opportunities should help to address some issues related to deprivation in the area. With regards to the historic environment (relevant to SA objective 6), there are no designated heritage assets within NEC. The Riverside and Stourbridge Common Conservation Area and the Fen Ditton Conservation Area, and associated historic assets, are located to the southeast and east of the site. Given that the site is previously developed and already set in a relatively urban context, development is anticipated to have a limited effect on these assets. Development of the eastern part of NEC could result in a more urbanised appearance of the site, due to the increased height and density of development, compared to the existing wastewater treatment plant and disused land at Chesterton sidings. However, the presence of the railway line, industrial uses to the west and caravan park to the east mean that this effect will be limited, and therefore negligible effects are expected on the historic environment.

4.92 Minor positive effects are expected for SA objective 10 (open space), as the Spatial Framework includes provision of a retains and enhances the GI network within the site and includes a link across the A14 to Milton Country Park and to Chesterton Fen.

4.93 Significant positive effects are expected for SA objectives 11 (housing) and 14 (economy), as the Spatial Framework identifies a large area of land for housing development, which is expected to include affordable housing, and a substantial amount of employment development, which is expected to provide for a range of jobs. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

4.94 Significant positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), as the Spatial Framework includes provision

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

for a number of new retail, community and other town centre frontages, as well as three new schools.

4.95 A minor negative effect with uncertainty is recorded against SA objective 4 (protected habitats and species), as it is not clear whether the Milton Road Hedgerows City Wildlife Site will be conserved. In addition, the Bramblefields Local Nature Reserve is adjacent to the AAP area and could be affected by change of use in the surrounding area, although this is uncertain until more detailed proposals are put forward.

4.96 With regards to SA objective 5 (biodiversity), mixed minor positive and minor negative effects with uncertainty are expected. The positive effects are likely to arise as the Spatial Framework looks to retain most existing biodiversity assets, including priority habitats, such as woodland, particularly to the north of the existing WWTP, and includes new green infrastructure. However, negative effects may arise as a result of result of development of Chesterton Sidings and the surrounding area. This area currently consists of young trees and open mosaic habitats on previously developed land, a priority habitat, which would largely be lost to development. In addition, there is uncertainty as to how improving access to Chesterton Fen could affect the priority habitats at this site (primarily coastal and floodplain grazing marsh).

4.97 Minor positive effects are expected against the majority of remaining SA objectives, as the Spatial Framework encourages sustainable modes of travel and improved biodiversity links through an enhanced green infrastructure network. The Spatial Framework also provides for a mix of development, including new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities, which will help to provide opportunities for local people and support the local economy

Policy 1: A Comprehensive Approach at North East Cambridge

4.98 This section presents the results of the appraisal of Policy 1 and the reasonable alternatives listed below. It should be noted that the approach to the SA of these policy options considers the development quanta set out in Options A and E, but focuses mostly on the principle of how development within the NEC site will be planned for, i.e. through an AAP, which considers the whole site and provides a comprehensive and co-ordinated approach, or retaining the existing policies and allocations in the two adopted Local Plan policies, or enabling a more piecemeal and uncoordinated approach to development proposals coming forward within the NEC site. It is therefore different to the options considered at the start of this chapter in the section 'Development of the NEC site', which focus more on how much of the NEC site would be developed.

Policy options

- A. Preferred Policy – Policy 1: A Comprehensive Approach at North East Cambridge
- B. Alternative option – Retain the existing Local Plan policies for allocated sites within North East Cambridge
- C. Alternative option – Enable sites to come forward for development contrary to the spatial framework for North East Cambridge
- D. Alternative option – Enable piecemeal and uncoordinated development of sites within North East Cambridge
- E. Alternative option - Previous Draft Reg 18 Policy (2020).

Table 4.5: Policy 1: A Comprehensive Approach at North East Cambridge

SA objective	A	B	C	D	E
1. Land, soil and minerals	+	?	?	?	+
2. Air quality and pollution	++/- ?	0?	++/- ?	++/- ?	++/- ?
3. Water	0	0	0	0	0
4. Protect species and habitats	+	+	+	+	+
5. Biodiversity	++	+	++	++	++
6. Landscape and townscape	+?	0?	+?	+?	+?
7. Greenhouse gas emissions	++	+/?	++/- ?	++/- ?	++
8. Climate change resilience	+?	0	+?	+?	+?
9. Health and wellbeing	++	0	++?	++	++?
10. Open space	+?	0	+?	+?	0
11. Housing	++	+?	++?	++?	++
12. Equality	+	0	+	+	+
13. Services and facilities	+	+/?	+?	+?	+
14. Economy	++	+?	++?	++?	++
15. Infrastructure	++	+/?	++/- ?	++/- ?	++
16. Sustainable travel	++	+/?	++/- ?	++/- ?	++

A. Preferred policy

4.99 Significant positive effects are expected for SA objective 5 (biodiversity) and minor positive effects for SA objective 4 (protected habitats and species), as the policy states that the NEC must enhance biodiversity in the area.

4.100 Significant positive effects are expected with regards to SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), as the overarching principles include a modal shift in transport and the requirement for NEC to make a significant positive contribution to support the transition to a zero-carbon society. Significant positive effects are also expected for SA objective 9 (health and wellbeing), as the policy requires interventions to deliver community health and wellbeing standards set out in the vision and ambition for the area, as well as encouraging community spirit and involvement in decision-making. Health benefits will also arise from promoting active travel, lower levels of car use and biodiversity enhancements.

4.101 Significant positive effects are expected for SA objectives 11 (housing), 14 (economy) and 15 (infrastructure) as the policy makes provision for 8,350 new homes and 15,000 new jobs in the NEC, along with new physical, social and environmental infrastructure to meet the needs of NEC and the surrounding communities. Physical, social and environmental infrastructure could include open space provision and due to the fact the supporting text makes reference to open space provision, a minor positive effect with uncertainty is expected in relation to SA objective 10 (open space).

4.102 Minor positive effects are expected for SA objective 1 (land, soils and mineral resources), as redevelopment of NEC is likely to help make best use of the land, most of which is previously developed. Mixed significant positive and minor negative uncertain effects are also expected for SA objective 2 (air quality and pollution), as a modal shift in transport is likely to minimise emissions of air pollutants, but parts of the site are likely to be contaminated and will need to be investigated and likely remediated prior to redevelopment. With regard to noise pollution, the policy specifically requires the development of a noise barrier close to the A14.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.103 Minor positive effects are identified for SA objectives 6 (landscape and townscape) and 8 (climate change resilience), as the creation of a distinct, well-designed city district could help to define and enhance the local townscape within NEC and provide some resilience to climate change, through environmental enhancements, such as green infrastructure. Minor positive effects are also identified for SA objectives 12 (equality) and 13 (services and facilities) as the policy requires local residents, community groups and organisations to be involved in shaping NEC and states that new social infrastructure will be provided to support NEC.

B. Retain the existing Local Plan policies for allocated sites within North East Cambridge

4.104 This option would rely on Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan, which separately allocate land within the AAP area for mixed-use development. Although both policies state that the amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an AAP for the site, which would also establish the final boundaries of land that would be covered by the AAP, the appraisal here has focused on the principle of the AAP not being progressed, and relying instead on the site boundaries and policy criteria set out within two separate adopted Local Plans, which are less likely to be implemented in a co-ordinated way.

4.105 Minor positive uncertain effects are expected for SA objectives 11 (housing) and 14 (economy), as the site would still be allocated for housing and employment but the quanta of development to come forward would not be specified. In addition, existing policy does not assume the WWTP will be relocated, therefore the quanta of development able to be accommodated would be much lower without this. Minor positive effects are also recorded for SA objectives 4 (protected habitats and species) and 5 (biodiversity), as the existing policy requires ecological mitigation, compensation and enhancement.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.106 Mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel), as this option would include a new transport interchange as the site, along with pedestrian and cycling links. However, as there would be more uncertainty regarding the location of development within NEC, it would be difficult to plan for provision of local services, facilities and infrastructure in the right places, which could result in people travelling by car to access these.

C. Enable sites to come forward for development contrary to the spatial framework for North East Cambridge

4.107 This option performs similarly to the preferred policy, with the following exceptions.

4.108 Significant effects are still expected for SA objectives 11 (housing) and 14 (economy), but there is some uncertainty associated with these, as this option may result in development coming forward in sub-optimal locations. The significant positive effects identified for SA objective 15 (infrastructure) are mixed with minor negative effects, as this option may hinder creation of a cohesive community.

4.109 Uncertain effects are recorded for SA objective 1 (land, soils and mineral resources), as effects depends on where development comes forward under this option.

4.110 Mixed significant positive and minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). This is because, whilst the policy would still require development to make a significant positive contribution to support the transition to a zero-carbon society, allowing sites to come forwards outside of the spatial framework would make it difficult to plan for provision of local services, facilities and infrastructure in the right places, which could result in people travelling by car to access these. The positive effects on SA objectives 9

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

(health and wellbeing) and 13 (services and facilities) now have associated uncertainty for the same reason, i.e. they may not be easily accessible to residents and workers in NEC.

D. Enable piecemeal and uncoordinated development of sites within North East Cambridge

4.111 This option is expected to have the same effects as alternative option C, as it will also result in development coming forward in locations that are currently unknown, outside of the spatial framework.

E. Previous Draft Reg 18 Policy (2020)

4.112 This option performs similarly to the preferred policy as the policy makes provision for 8,000 new homes and 20,000 new jobs in the NEC, along with new physical, social and environmental infrastructure to meet the needs of NEC and the surrounding communities. However, it does not specify a roadside noise barrier or open space provision and as such could have adverse effects on residential amenity and the health and wellbeing of the local community. As such, uncertainty is attached to SA objectives 2 (air quality and pollution), 9 (health and wellbeing) and negligible effects are expected in relation to SA objective 10 (open space).

AAP Chapter 2 – Climate Change, Energy, Water and Biodiversity

Policy 2: Designing for the Climate Emergency

Policy options

- A. Preferred policy – Policy 2: Designing for the Climate Emergency
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg 18 Policy (2020).

Table 4.6: Policy 2: Designing for the Climate Emergency

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	0	+
3. Water	++	+	++
4. Protect species and habitats	0	0	0
5. Biodiversity	+	0	+
6. Landscape and townscape	+?	0	+?
7. Greenhouse gas emissions	++	+	++
8. Climate change resilience	++	+	++
9. Health and wellbeing	+	+	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	0	0	+
13. Services and facilities	0	0	0
14. Economy	+	0	+
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	+

A. Preferred policy

4.113 Significant positive effects are expected in relation to SA objective 3 (water) as the policy sets out that the principles of sustainable design and construction must be clearly integrated into development proposals within NEC. All development proposals shall be accompanied by a Sustainability Statement and an Energy Strategy, which will outline water management and adaptation to climate change. Furthermore, development must be designed to maximise resource efficiency and identify, source and use environmentally and socially responsible materials, the development must include high levels of water efficiency to reduce water stress.

4.114 Significant positive effects are also expected against SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience) as this policy outlines how development in NEC will need to support the transition to a net zero carbon society. Standards for space heating demand are provided within the policy, which also requires all heating to be provided through low carbon fuels (not fossil fuels). Proposals are required to generate at least the same amount of renewable energy as they demand over the course of a year and where this may not be possible, a carbon offset payment is required. This money will be used to invest in additional renewable energy. The policy also outlines that the district must ensure it builds resilience to climate change

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

through green infrastructure and considering the wide range of climate risks. There is specific reference to overheating and for an initial Overheating Assessment to be undertaken early on in the design process to ensure that mitigating the risk of overheating is an integral part of building design. Therefore, building resilience to and reducing the area's vulnerability to climate change is addressed through this policy.

4.115 Minor positive effects are expected against SA objectives 5 (biodiversity), 6 (landscape and townscape) and 9 (health and wellbeing) because the adaptation to climate change part of the policy may encourage the incorporation of green infrastructure into development, which has the potential to reduce habitat fragmentation and enhance habitat connectivity. Green infrastructure provision could improve the public realm and therefore enhance the townscape of the area. As mentioned already, heating should be provided through low carbon fuels and although these are not necessarily localised, low-carbon fuel would generate less air pollution. Therefore, minor positive effects are also expected in relation to SA objective 2 (air quality and pollution). With regard to health, the policy supports measures to reduce overheating which will be particularly beneficial during hot summer months. All of the aforementioned measures will improve the adaptability of the local economy to a net zero carbon society, resulting in minor positive effects for SA objective 14 (economy).

B. Rely on existing policy

4.116 This option would rely on Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use of the Cambridge Local Plan and policies CC/1, CC/3, CC/4 and CC/6 of the South Cambridgeshire Local Plan, which relate to mitigation and adaptation to climate change; renewable and low carbon energy; water efficiency and construction methods, respectively.

4.117 Minor positive effects are expected for SA objective 3 (water), as both the existing Cambridge Local Plan and South Cambridgeshire Local Plan promote efficient use of water resources. Minor positive effects are expected for SA

objective 7 (greenhouse gas emissions), as these policies seek to reduce greenhouse gas emissions compared to a business as usual approach, but do not reflect the strong drive of the preferred policy towards zero carbon.

C. Previous Draft Reg 18 Policy (2020)

4.118 Significant positive effects are expected in relation to SA objective 3 (water) as this option sets out that the principles of sustainable design and construction must be clearly integrated into the design of NEC. All development proposals shall be accompanied by a Sustainability Statement which will outline water management and adaptation to climate change. Furthermore, development must be designed to maximise resource efficiency and identify, source and use environmentally and socially responsible materials, and the development must include high levels of water efficiency to reduce water stress.

4.119 Significant positive effects are also expected in relation to SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience) as this option outlines how development in NEC will need to support the transition to a net zero carbon society. Consideration must be given to carbon emissions associated with operational energy and construction, including materials and wider emissions such as those associated with transport. Development must also be supported by decentralised renewable and low carbon energy combined with smart approaches to energy infrastructure including energy storage. This option also outlines that the district must ensure it builds resilience to climate change through green infrastructure and considering the wide range of climate risks. Therefore, building resilience to and reducing the area's vulnerability to climate change is addressed through this option.

4.120 Minor positive effects are expected for SA objectives 2 (air quality and pollution), 5 (biodiversity), 6 (landscape and townscape), 9 (health and wellbeing), 12 (equality), 14 (economy) and 16 (sustainable travel) as this option aims to reduce carbon emissions, which will likely have a positive effect on air pollution due to disincentivising use of private vehicles; incorporate green roofs, which is likely to increase wildlife habitats; and consider transport, mobility and access. In addition, the adaptation to climate change part of the

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

option may encourage incorporation of green infrastructure, which could improve the public realm thereby enhancing the townscape of the area. All of which will improve the adaptability of the local economy to a net zero carbon society. Note that as the policy in the Proposed Submission AAP is now focused on ensuring buildings are sustainable, and more general references to net zero have been removed, Option A no longer assumes private vehicles will be disincentivised. As such, Option C is expected to have minor positive effects for SA objectives 12 (equality) and 16 (sustainable travel), whereas Option A is expected to have negligible effects for these SA objectives.

Policy 3: Energy and Associated Infrastructure

Policy options

- A. Preferred policy – Policy 3: Energy and Associated Infrastructure
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.7: Policy 3: Energy and Associated Infrastructure

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	0	+
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	++	++	++?
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	0	0	0
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	+	0	0

A. Preferred policy

4.121 Significant positive effects are expected against SA objective 7 (greenhouse gas emissions) as this policy outlines how it will support decarbonisation. In order to achieve the energy standards set out in Policy 2: Designing for the Climate Emergency, there is a requirement in Policy 3: Energy and Associated Infrastructure for the inclusion of a feasibility assessment for a range of renewable energy technologies. Further to this, the policy supports solar generation, in addition to heat pump systems such as water source and ground source heat pumps. These are all renewable sources of energy that will support the transition to net zero carbon.

4.122 Minor positive effects are expected against SA objectives 2 (air quality and pollution) and 16 (sustainable travel) as the policy promotes the incorporation of charging points for electric vehicles and therefore supports zero emissions vehicles, which is likely to help minimise air pollution generated by

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

petrol and diesel cars. Supporting decarbonisation will also help to reduce air pollution resulting from the burning of fossil fuels.

B. Rely on existing policy

4.123 This option would rely primarily on policies 28, 29 and 85 of the Cambridge Local Plan and Policies CC/1, CC/2, CC/3 and TI/8 of the South Cambridgeshire Local Plan. These policies promote renewable and low carbon energy generation, as well as carbon reduction, therefore having similar effect on SA objective 7 (greenhouse gas emissions) as the preferred option, but to a lesser extent than the preferred option.

C. Previous Draft Reg. 18 Policy (2020)

4.124 Significant positive effects are expected against SA objective 7 (greenhouse gas emissions) as this policy outlines how it aims to transition to net zero carbon and achieve energy efficiency through an Area Action Plan wide approach to energy and associated infrastructure.

4.125 Minor positive effects are expected against SA objective 2 (air quality and pollution) as the transition to net zero carbon will also likely help to reduce air pollution resulting from burning of fossil fuels.

4.126 Uncertainty is attached to each positive effect as it is not clear what the 'AAP-wide approach' will constitute and what the outcomes of this will be.

Policy 4a: Water Efficiency

Policy options

A. Preferred policy – Policy 4a: Water Efficiency

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

B. Alternative option – Status quo: Rely on existing policy

C. Alternative option - Previous Draft Reg 18 Policy (2020)

Table 4.8: Policy 4a: Water Efficiency

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	0	0	0
3. Water	++	++?	++
4. Protect species and habitats	0	0	0
5. Biodiversity	+	0	0
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	+	+	+
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	0	0	0
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.127 Significant positive effects are expected against SA objective 3 (water) as this policy states that all new residential development must include measures for efficient use of mains water and achieve water efficiency standards equivalent to 80 litres/person/day. The policy notes that implementing solutions such as rainwater harvesting and/or water recycling are methods that could be employed to help achieve the water efficiency standards. Also, proposals for non-residential development must achieve maximum BREEAM credits for water use.

4.128 Minor positive effects are expected against SA objective 8 (climate change resilience) as improving water efficiency will help adapt to lower water availability, which is likely to occur as a result of climate change. In addition, a higher water efficiency standard would help to minimise water abstraction, which can have an adverse effect on river flow and resulting in a loss of aquatic habitats and biodiversity. Therefore, a minor positive effect is expected in relation to SA objective 5 (biodiversity).

B. Rely on existing policy

4.129 This option would rely on Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use of the Cambridge Local Plan and Policy CC/4: Water efficiency of the South Cambridgeshire Local Plan. These policies also require water use to be limited to 110 litres/person/per day and between two and full BREEAM credits for water use for non-residential development. As such, similar effects are expected to the preferred policy, but the effect for SA objective 3 (water) is uncertain, as there would be different requirements with regards to non-residential water use across the site.

C. Previous Draft Reg 18 Policy (2020)

4.130 Significant positive effects are expected against SA objective 3 (water) as this option states that all new residential development must achieve, as a minimum, water efficiency equivalent to 110 litres/person/day, with an aim for mains water consumption of 80 litres/person/day. In addition, there will be serious consideration given to rainwater harvesting and/or water recycling. Also, proposals for non-residential development must achieve five BREEAM credits for water use. Consideration should also be given to community scale approaches to water, taking an integrated approach to water management.

4.131 Minor positive effects are expected against SA objective 8 (climate change resilience) as improving water efficiency will help adapt to lower water availability, which is likely to occur as a result of climate change.

Policy 4b: Water Quality and Ensuring Supply

Policy options

- A. Preferred policy – Policy 4b: Water Quality and Ensuring Supply
- B. Alternative option – Requires retention of SCDC LP Policy CC/4 and CC/7
- C. Alternative option – Retention of CCC policy 31
- D. Alternative option – Requirements to make water recycling, stormwater and rainwater harvesting part of development design
- E. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.9: Policy 4b: Water Quality and Ensuring Supply

SA objective	A	B	C	D	E
1. Land, soil and minerals	0	0	0	0	0
2. Air quality and pollution	0	0	0	0	+
3. Water	++	++	+	+	++
4. Protect species and habitats	0	0	0	0	0
5. Biodiversity	+?	0	0	0	0
6. Landscape and townscape	0	0	0	0	0
7. Greenhouse gas emissions	0	0	0	+	0
8. Climate change resilience	0	+	+	0	0
9. Health and wellbeing	0	0	0	0	0
10. Open space	0	0	0	0	0
11. Housing	0	0	0	0	0
12. Equality	0	0	0	0	0
13. Services and facilities	0	0	0	0	0
14. Economy	0	0	0	0	0
15. Infrastructure	0	0	0	0	0
16. Sustainable travel	0	0	0	0	0

A. Preferred policy

4.132 The preferred policy is expected to have a significant positive effect on SA objective 3 (water) as overall the policy seeks to improve the water environment of proposed developments. The policy states that planning applications will be required to demonstrate that all proposed development will

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

have an adequate supply of water, appropriate sewerage infrastructure and sufficient sewage treatment capacity. Moreover, where development is phased, each phase must demonstrate sufficient water supply and wastewater conveyance, treatment and discharge capacity. A minor positive uncertain effect is identified for SA objective 5 (biodiversity) because the policy requires that water supply will not cause unacceptable harm and that development proposals should protect and enhance water quality, which will in turn help to protect aquatic and riparian wildlife. The effect is uncertain as requiring no 'unacceptable' harm suggests that some, minor level of harm may occur.

B. Retention of SCDC LP Policy CC/4 and CC/7

4.133 The policy option is expected to have a significant positive effect on SA objective 3 (water) as it would require development to achieve a minimum water efficiency of equivalent to 110 litres per person per day and non-residential development must be accompanied by a water conservation strategy with minimum water efficiency standards. The policy also aims to protect and enhance water quality through expecting development to have adequate water supply, sewerage and land drainage; demonstrate the quality of ground, surface or water bodies that will not be harmed; and consider SuDS solutions. A minor positive effect is also expected for SA objective 8 (climate change resilience) as considering a SuDS solution can help mitigate the effects of climate change, such as increased risk of flooding and heavy rainfall.

C. Retention of CCC policy 31

4.134 The policy option is expected to have a minor positive effect on SA objective 3 (water) as it requires development to manage surface water close to the source, have no discharge from site when rainfall occurs up to 5mm and all run-off from hard surfaces receives appropriate level of treatment in accordance with SuDS. The policy also requires watercourse to have culverts removed and all hard surfaces are permeable where reasonably practicable. A minor positive effect is also expected for SA objective 8 (climate change resilience) as

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

considering a SuDS solution can help mitigate the effects of climate change, such as increased risk of flooding and heavy rainfall.

D. Requirements to make water recycling, stormwater and rainwater harvesting part of development design

4.135 The policy option is expected to have a minor positive effect on SA objectives 3 (water) and 8 (climate change resilience) as it seeks to recycle water, as well as harvest stormwater and rainwater through developments designs, which will need to be compliant with maximum BREEAM credits for water efficiency and will need to have the lowest possible carbon output.

E. Previous Draft Reg. 18 Policy (2020)

4.136 This option is expected to have a significant positive effect on SA objective 3 (water) as overall the policy seeks to improve the water environment of proposed developments similar to the preferred policy. This option states that a Water Quality Risk Assessment will be required and secured through a planning obligation and developers will need to demonstrate that all proposed development will have an adequate supply of water, appropriate sewerage infrastructure and sufficient sewage treatment capacity.

4.137 In addition, minor positive effects are expected for SA objective 2 (air quality and pollution) as this option requires investigation and potential remediation of contaminated land.

4.138 Note that the Environment Agency in its response to the 2020 SA Report for the Draft AAP, highlighted that the policy did not offer certainty that the required water supply to meet the development will come from an environmentally sustainable source. This is addressed in Option A by the policy updates. The assessment of Option E has not been updated in order to provide a record of the assessment published at the Draft AAP stage.

Policy 4c: Flood Risk and Sustainable Drainage

Policy options

- A. Preferred policy – Policy 4c: Flood Risk and Sustainable Drainage
- B. Alternative option – Requires retention of SCDC LP policy CC/8 and CC/9
- C. Alternative option – Retention of CCC LP policy 32
- D. Alternative option – Requirement for whole site strategic sustainable urban drainage system that contributes towards the open space and green and blue infrastructure requirement for the entire site
- E. Alternative option – Previous Draft Reg. 18 Policy (2020).

Table 4.10: Policy 4c: Flood Risk and Sustainable Drainage

SA objective	A	B	C	D	E
1. Land, soil and minerals	0	0	0	0	0
2. Air quality and pollution	0	0	0	0	0
3. Water	+	+	+	+	+
4. Protect species and habitats	0	0	0	0	0
5. Biodiversity	+	+	+	++	+
6. Landscape and townscape	+	0	0	+/?	+
7. Greenhouse gas emissions	0	0	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E
8. Climate change resilience	++	++	++	++	++
9. Health and wellbeing	+	+	+	+	+
10. Open space	0	0	0	++	0
11. Housing	0	0	0	0	0
12. Equality	0	0	0	0	0
13. Services and facilities	0	0	0	0	0
14. Economy	+	0	0	+	+
15. Infrastructure	0	0	0	0	0
16. Sustainable travel	0	0	0	0	0

A. Preferred policy

4.139 The preferred policy option is expected to have a minor positive effect on SA objective 3 (water) as the policy aims to protect future development from flooding, which will protect the water environment. The policy requires that certain thresholds should be met for developing on existing development sites, such as a peak rate of run-off over the lifetime of the development should achieve greenfield run-off rates or if this is not possible discharge should be no more than 2 litres per second per hectare for all events up to the 100-year period event. Furthermore, proposals requiring a Site Specific Flood Risk Assessment must demonstrate how they will be resilient and will not increase the risk of flooding elsewhere. Therefore, significant positive effects are expected on SA objective 8 (climate change resilience). The policy is expected to have a positive effect on SA objectives 5 (biodiversity), 6 (landscape and townscape), 9 (health and wellbeing) and 14 (economy), as the risk of future flooding could decrease, which may protect public safety, and the requirement for naturalised SuDS that enhance green and blue infrastructure will benefit wildlife and the natural environment, improve the public realm and encourage inward investment. While there is potential for SuDS to damage waterlogged

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

archaeology, the policy states that the design of SuDS should take buried archaeology into account.

B. Retention of the South Cambridgeshire District Council Local Plan 2018 Policy CC/8: Sustainable Drainage Systems and Policy CC/9: Managing Flood Risk

4.140 The policy option is expected to have a significant positive effect on SA objective 8 (climate change resilience) as the policy aims to reduce vulnerability to climate change effects by making sure future development can withstand flooding, the likelihood of which is expected to increase as a result of climate change.

4.141 The policy option is expected to have a minor positive effect on SA objective 3 (water) as the policy aims to protect future development from flooding, which will protect the water environment, through specific development conditions, hierarchies for discharge destinations and site specific Flood Risk Assessments (FRAs) that will need to meet national and local guidance. The policy option is expected to have a minor positive effect on SA objective 5 (biodiversity) as development proposals are required to integrate sustainable drainage with enhancing biodiversity and contributing to a network of green and blue space. Moreover, integrating sustainable drainage will protect wildlife and the natural environment from flooding. The policy is also expected to have a positive effect on SA objective 9 (health and wellbeing), as the risk of future flooding could decrease which may protect public safety.

C. Retention of CCC LP policy 32

4.142 The policy option is expected to have a minor positive effect on SA objective 3 (water) as the policy aims to protect future development from flooding through specific development conditions, which will protect the water environment. The policy option is expected to have a significant positive effect on SA objective 8 (climate change resilience), as the policy allows for the

effects of climate change by requiring the development not to affect the peak rate of run-off and mitigating any future risk of flooding.

4.143 The policy is also expected to have a positive effect on SA objectives 5 (biodiversity) and 9 (health and wellbeing), as the risk of future flooding could decrease, which may protect public safety, along with wildlife and the natural environment.

D. Requirement for whole site strategic sustainable urban drainage system that contributes towards the open space and green and blue infrastructure requirement for the entire site

4.144 This option is expected to have similar effects to the preferred policy, as it seeks to manage drainage and reduce the risk of flooding across the site. However, significant positive effects are also expected for SA objectives 5 (biodiversity) and 10 (open space), as this option includes blue and green infrastructure enhancements. This will also help the NEC site adapt to climate change, as green and blue infrastructure can help aid local cooling and provide biodiversity corridors. Minor positive effects are also expected for SA objectives 6 (landscape and townscape) and 14 (economy), as green infrastructure can help create a more attractive area and can encourage inward investment.

E. Previous Draft Reg. 18 Policy (2020)

4.145 This option is expected to have the same effects as the preferred policy (except in relation to SA objective 6) because both options require Site-Specific Flood Risk Assessments to demonstrate how the proposal is flood resilient and resistant. The minor positive effect for SA objective 6 was identified in the Draft AAP SA Report, as the Historic Environment comment had not yet been received, which notes that there is potential for SuDS to damage waterlogged archaeology (hence the mixed minor positive and negative effect identified for the preferred policy in relation to SA objective 6).

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.146 Note that Historic England, in its response to the 2020 SA Report for the Draft AAP, highlighted that there is potential for SuDS to damage waterlogged archaeology. This is addressed in Option A by the policy updates and reflected in the effects identified for Option A. The assessment of Option E has not been updated in order to provide a record of the assessment published at the Draft AAP stage.

Policy 5: Biodiversity and Net Gain

Policy options

- A. Preferred policy – Policy 5: Biodiversity and Net Gain
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg 18 Policy (2020).

Table 4.11: Policy 5: Biodiversity Net Gain

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	+	+
3. Water	++	0	++?
4. Protect species and habitats	++	+	++?
5. Biodiversity	++	+	++?
6. Landscape and townscape	+	+	+
7. Greenhouse gas emissions	+	0	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
8. Climate change resilience	+	0	+?
9. Health and wellbeing	+	+	+?
10. Open space	+	+?	+?
11. Housing	0	0	0
12. Equality	0	0	0
13. Services and facilities	0	0	0
14. Economy	+	+	+?
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.147 Significant positive effects are expected against SA objectives 3 (water), 4 (protected habitats and species) and 5 (biodiversity) as development proposals will be required to deliver 20% net gain in biodiversity value. This will be achieved through, including but not limited to, the provision of measurable improvements in the size, quality, diversity and interconnectedness of a site's habitats, to deliver a coherent and high-quality ecological network as part of the wider green infrastructure network, landscape character and place making. It is also expected that coordinated habitat and water quality improvements to the First Public Drain, Chesterton Fen and other surrounding areas will be delivered. The policy also requires development to avoid adverse impacts on existing biodiversity assets, including designated sites.

4.148 Minor positive effects are expected against SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience) as an increase in biodiversity net gain would help to combat climate change and help to build resilience to the effects of climate change, such as more extreme weather events. In addition,

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

the policy requires habitat creation to be resilient to the effects of climate change.

4.149 Minor positive effects are also expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 9 (health and wellbeing), 10 (open space) and 14 (economy) as improving the green infrastructure network could help to manage air pollution within the area and health and wellbeing of residents and workers within the area. In addition, enhanced green infrastructure could improve the public realm and attract and retain talent by making NEC an attractive area to live and work, therefore improving and maintaining the local economy.

B. Rely on existing policy

4.150 Cambridge Local Plan policies 69 and 70, and South Cambridgeshire Local Plan Policy NH/4, focus more on protection of species and habitats than net gain. Neither require a set net gain standard nor specify how any enhancement may be measured. Both plans also include support for provision of green infrastructure, with the South Cambridgeshire Local Plan having a specific policy on this (NH/6). As such, this option is expected to have minor positive effects on SA objectives 2 (air quality and pollution), 4 (protected habitats and species), 5 (biodiversity), 6 (landscape and townscape), 9 (health and wellbeing), 10 (open space) and 14 (economy).

C. Previous Draft Reg. 18 Policy (2020)

4.151 This option is expected to have similar effects to the preferred policy; however, the effects are likely to be less intensified and uncertain as the requirement of a s106 for habitat management and a Preliminary Ecological Assessment through the preferred policy will help establish channels to restore and maintain existing habitats and establish new habitats, thereby contributing to the wider Green Infrastructure network. In the SA of the Draft AAP, effects for SA objectives 3 (water), 4 (protected habitats and species) and 5 (biodiversity) are uncertain, as a requirement for 10% biodiversity net gain was anticipated to

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

be required through the Environment Bill (note that the Bill has now received royal assent and the Environment Act 2021 makes the 10% biodiversity net gain mandatory). Therefore, as an alternative to the preferred policy, these effects would be more certain but minor positive.

AAP Chapter 3 – Design and Built Character

Policy 6a: Distinctive Design for North East Cambridge

Policy options

- A. Preferred policy – Policy 6a: Distinctive Design for North East Cambridge

- B. Alternative option - Status quo: Rely on the CLP allocation and existing Local Plan Policies (without the proposed defined framework)

- C. Alternative option – Previous Draft Reg. 18 Policy (2020).

Table 4.12: Policy 6a: Distinctive Design for North East Cambridge

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	0	0	0
3. Water	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
4. Protect species and habitats	0	0	0
5. Biodiversity	+?	+?	0
6. Landscape and townscape	++	+	++
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	0	0
10. Open space	+	+	+
11. Housing	0	0	0
12. Equality	0	0	0
13. Services and facilities	0	0	0
14. Economy	+	+	+
15. Infrastructure	+	+	+
16. Sustainable travel	0	0	0

A. Preferred policy

4.152 The preferred policy is expected to have a significant positive effect on SA objective 6 (landscape and townscape) as the policy requires development to be of distinctive and high quality design whilst contributing positively to existing landscape and townscape. Buildings, streets and spaces will have to be designed so they have a positive impact on their setting in terms of the site, height scape and form. Consideration will also need to be made for materials and detailing. The design and location of infrastructure should consider integration into the AAP and address landscape, heritage, ecology and visual impacts. This aspect of the policy is likely to protect local wildlife and their habitat, however it is uncertain until later stages of development are finalised.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

As such, minor positive effects with uncertainty in relation to SA objective 5 (biodiversity) are expected.

4.153 The policy is also expected to have a minor positive effect on SA objectives 9 (health and wellbeing), 10 (open space) and 15 (infrastructure) as the policy expects proposals to create clearly defined public and private amenity spaces that are inclusive, usable, safe and enjoyable, therefore proposals will invest in places and communities, and proposals are also required to balance security and maximising fire safety. Minor positive effects are also expected for SA objective 14 (economy), as an attractive and vibrant townscape can help attract workers and businesses to the area.

B. Rely on the Cambridge Local Plan (CLP) allocation and existing Local Plan Policies (without the proposed defined framework)

4.154 Policy 15 of the adopted Cambridge Local Plan and Policy SS/4 of the adopted South Cambridgeshire Local Plan do not give details on the design of development. However, other policies in the existing Local Plans seek to ensure residential amenity, require development to be sensitive to its surroundings, protect and enhance open space and protect the historic and natural environments. As such, minor positive effects are expected for SA objectives 5 (biodiversity), 6 (landscape and townscape), 10 (open space), 14 (economy) and 15 (infrastructure).

C. Previous Draft Reg. 18 Policy (2020)

4.155 This alternative is expected to have the same positive effects in relation to the same SA objectives as the preferred policy, with the exception of negligible effects being recorded for SA objective 5 (biodiversity), as this option does not ensure that the design and location of a development considers the local ecology.

Policy 6b: Design of Mixed-Use Buildings

Policy options

- A. Preferred policy – Policy 6b: Design of mixed-use buildings
- B. Alternative option - Status quo: Rely on existing policy
- C. Alternative option – Previous Draft 18 Policy (2020).

Table 4.13: Policy 6b: Design of Mixed-Use Buildings

SA objective	A	B	C
1. Land, soil and minerals	+	+	0
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	+	+?	+
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	-	+
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
13. Services and facilities	0	0	0
14. Economy	+	+	+
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.156 The preferred policy option is expected to have a minor positive effect on SA objectives 6 (landscape and townscape), 9 (health and wellbeing) and 14 (economy) as the policy is likely to help maintain health and wellbeing of residents, while also helping to improve the economy. The policy ensures that incompatible uses are avoided that could impact on amenity of residents and occupiers in the same or adjacent block. Furthermore, the policy also ensures businesses can function effectively and seeks to diversity and activate the street scene, which will contribute to creating a vibrant townscape and attracting businesses to the area.

4.157 As the preferred policy option encourages the reuse and conversion of building space over time it is likely to have minor positive effects on SA objective 1 (land, soils and mineral resources) as it would minimise the development of undeveloped land thereby protecting soils, minerals and greenfield land.

B. Rely on existing policy

4.158 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan allocate NEC for high quality mixed use development, including employment, commercial, retail, leisure and residential uses. The Cambridge Local Plan contains more detail on the need for active ground floor uses than the South Cambridgeshire Local Plan, and both include

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

general design policies, but neither include detailed policies for this area. Existing design policies are likely to result in minor positive effects on SA objectives 1 (land, soils and mineral resources), 6 (landscape and townscape) and 14 (economy), although effects are uncertain as requirements will differ across the site. Without the preferred policy, there may be potential for business uses to negatively impact the amenity of residents, therefore a minor negative effect is expected for SA objective 9 (health and wellbeing).

C. Previous Draft Reg. 18 Policy (2020)

4.159 This alternative is expected to have the same minor positive effects in relation to the same SA objectives as the preferred policy, with the exception of negligible effects being recorded for SA objective 1 (land, soils and mineral resources), as this option does not encourage the reuse or conversion of buildings.

Policy 7: Creating High Quality Streets, Spaces and Landscape

Policy options

- A. Preferred policy – Policy 7: Creating High Quality Streets, Spaces and Landscape
- B. Alternative option – Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.14: Policy 7: Creating High Quality Streets, Spaces and Landscape

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	+/	+
3. Water	+	+	+
4. Protect species and habitats	0	+	0
5. Biodiversity	++	+	++
6. Landscape and townscape	+	+	+
7. Greenhouse gas emissions	+	+/	+
8. Climate change resilience	+	+	+
9. Health and wellbeing	+	+	+
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	+	0	+
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	+	+/	+

A. Preferred policy

4.160 Significant positive effects are expected against SA objective 5 (biodiversity) as this policy aims to increase the number of trees planted by considering planting an integral part of development proposals in accordance

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

with the Cambridge City Tree Strategy 2016-2026. As such, it is likely that a greater area of tree habitat will be delivered, benefitting species reliant on this.

4.161 Minor positive effects are expected against SA objectives 2 (air quality and pollution), 3 (water), 6 (landscape and townscape), 7 (greenhouse gas emissions), 8 (climate change resilience) and 9 (health and wellbeing), as the policy aims to protect the environment of streets and spaces, including through the protection of air quality, incorporating trees and planting into the public realm and integrating Sustainable Drainage Systems (SuDS) to prevent flooding and protect the water environment and wildlife. Protecting existing trees and increasing tree and other planting of suitable species has a wide range of positive implications for the area from increased health and wellbeing through the creation of shade and shelter to reducing the area's vulnerability to climate change through for example, reducing the urban heat island effect and the risk of flooding. In addition, the policy supports a coordinated approach to the design and siting of street furniture, boundary treatments, lighting, signage, trees and public art, which will further support and enhance the local distinctiveness and townscape character. Furthermore, the preferred policy is expected to have a minor positive effect on SA objectives 12 (equality) and 16 (sustainable travel), as the policy ensure that design is inclusive and accessible by considering all users and prioritises pedestrian and cycle movements, including the specific needs of disabled people.

B. Rely on existing policy

4.162 Policy 15 of the adopted Cambridge Local Plan and Policy SS/4 of the adopted South Cambridgeshire Local Plan do not give details on the design of development, including key routes and specific active travel links. However, existing policies, such as HQ/1 and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59 and 80 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. Mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as measures in existing local plans place limited emphasis on reducing the need to travel, therefore a greater level

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

of vehicle use is expected. Both existing Local Plans also require use of SuDS, therefore minor positive effects are expected for SA objective 3 (water), 8 (climate change resilience) and 9 (health and wellbeing). Existing policies also require protection of key habitats and species and promote protection and planting of trees, therefore minor positive effects are expected for SA objectives 4 (protected habitats and species) and 5 (biodiversity). Minor positive effects are expected for SA objective 5 (biodiversity) as Policy 71 of the Cambridge Local Plan 2018 has weaker language and does not aim to achieve the City of Cambridge's canopy cover target of 19% coverage by 2030. With regards to the South Cambridgeshire Local Plan, policy NH/7 only relates to ancient woodland and veteran trees, however there are no ancient woodland in NEC and it is expected that there are no veteran trees on site. Therefore, the trees on site are not protected by this policy. The other two policies, HQ1 and NH4 relate to design principles and biodiversity, both of which would have positive effects, but not to the same extent as the preferred policy.

C. Previous Draft Reg. 18 Policy (2020)

4.163 This alternative is expected to have the same effects in relation to the same SA objectives as the preferred policy because they both seek to increase areas of tree coverage which has a wide range of positive implications for the area as stated above.

Policy 8: Open Spaces for Recreation and Sport

Policy options

- A. Preferred policy – Policy 8: Open Spaces for Recreation and Sport
- B. Alternative option – Strict application of Cambridge City Local Plan 2018 – Appendix I

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

- C. Alternative option – Retention of South Cambridgeshire District Council Local Plan 2018 Policy SC/7
- D. Alternative option – Provision of green spaces at a district size
- E. Alternative option – Previous Draft Reg 18 Policy (2020).

Table 4.15: Policy 8 Open Spaces for Recreation and Sport

SA objective	A	B	C	D	E
1. Land, soil and minerals	+/?	+?	+?	+/?	+/?
2. Air quality and pollution	+?	+?	+?	+?	+?
3. Water	+	+?	+?	+?	+
4. Protect species and habitats	+/	0	0	+/?	+/
5. Biodiversity	+?	+?	+?	+?	+?
6. Landscape and townscape	+?	+?	+?	+?	+?
7. Greenhouse gas emissions	+?	+?	+?	+?	+?
8. Climate change resilience	+?	+?	+?	+?	+?
9. Health and wellbeing	++	++	++	++	++
10. Open space	++	++	++	++	++
11. Housing	0	0	0	0	0
12. Equality	0	0	0	0	0
13. Services and facilities	0	0	0	0	0
14. Economy	+?	+?	+?	+?	+?
15. Infrastructure	0	0	0	0	0
16. Sustainable travel	+?	+?	+?	+?	+?

A. Preferred policy

4.164 Significant positive effects are expected against SA objectives 9 (health and wellbeing) and 10 (open space) as development proposals are required to contribute to the provision or enhancement of open space and recreation sites/facilities, as well as enhancing access to the wider countryside. The policy notes that the successful integration of open space should be provided for early in the design process through the creation of a masterplan. Also, all open spaces will be high quality, low maintenance, publicly accessible with a multi-use functionality to ensure they maximise their utility, availability and functionality throughout the year. Furthermore, the provision of food growing spaces are also expected and should be easily accessible for residents and the wider community. Overall, the aim of this policy is to provide additional high quality and accessible open space (even more within NEC than proposed in the Draft AAP), especially by modes of active travel, which will increase health and wellbeing and increase the amount of and quality of accessible green space for residents and wildlife.

4.165 Minor positive effects are expected against SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 3 (water), 5 (biodiversity), 6 (landscape and townscape), 7 (greenhouse gas emissions), 8 (climate change resilience), 14 (economy) and 16 (sustainable travel) as an increase in open space and recreation sites/facilities are likely to have a wide range of positive implications for the area from increased health and wellbeing to reducing the need to travel to facilities further afield. In addition, the policy requires open spaces to be water efficient and climate change resilient. Uncertainty is attached to many of these objectives as the positive effects depend on the nature of the open space provided. The effect on SA objective 1 (land, soils and mineral resources) is mixed with a minor negative uncertain effect, as the policy allows for ancillary development, which may result in loss of greenfield land.

4.166 Mixed minor positive and minor negative effects are expected against SA objective 4 (protected habitats and species) as the policy aims to improve wayfinding at Bramblefields Local Nature Reserve. Whilst this could help

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

manage visitor movements, it could also increase the popularity of the site, therefore increasing recreational pressure and associated disturbance.

B. Strict application of Cambridge City Local Plan 2018 – Appendix I

4.167 Appendix I, as referenced in the preferred policy, sets out standards for provision of open space. Whilst it includes criteria to recognise space with environmental and recreational value, protection against loss of open space is not as strong as the preferred policy. Appendix I does not include a requirement for spaces to link up to form a wider network or mitigation of adverse effects on amenity from outdoor sports provision. Nevertheless, similar effects are expected as the preferred policy, with the exception of negligible effects being recorded for SA objective 4 (protected habitats and species).

C. Retention of South Cambridgeshire District Council Local Plan 2018 Policy SC/7

4.168 This alternative is expected to have the same significant and minor positive effects against the same SA objectives that were assessed to have positive effects against the preferred policy, with the exception of negligible effects being recorded for SA objective 4 (protected habitats and species), as retaining Policy SC/7 of the South Cambridgeshire District Council Local Plan 2018 sets a standard for all development to contribute to Outdoor Playing Space and Informal Open Space. The standards utilised reflect the district's rural nature, therefore the AAP area may not be able to accommodate these standards.

D. Provision of green spaces at a district size (interconnected network of smaller parks/open spaces)

4.169 This alternative is expected to have the same significant and minor positive effects against the same SA objectives that were assessed to have positive effects against the preferred policy as it aims to make provision of green spaces at a district size including a number of walkable and cyclable neighbourhood level parks with large green corridors in common. This alternative would have an additional significant positive effect compared to the preferred policy against SA objective 5 (biodiversity) as it puts a greater emphasis on the delivery of an interconnected network of smaller parks/open space that could provide habitat connectivity for wildlife and allow residents and employees in the AAP and wider area to enjoy and access wildlife and green space.

E. Previous Draft Reg. 18 Policy (2020)

4.170 This alternative is expected to have the same effects in relation to the same SA objectives as the preferred policy, as it supports the provision of new or enhanced open space and recreation sites/facilities. As the Proposed Submission AAP now provides more open space than the Draft AAP, the scale of the positive effects for SA objective 10 (open space) will be slightly greater for the preferred option.

Policy 9: Density, Heights, Scale and Massing

Policy options

- A. Preferred policy – Policy 9: Density, Heights, Scale and Massing
- B. Alternative option – Status quo: Rely on existing policy

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.16: Policy 9: Density, Heights, Scale and Massing

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	++	+	++
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	0	0	0
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.171 The preferred policy option is expected to have a significant positive effect on SA objective 6 (landscape and townscape), as the policy aims to be exemplary in design and make a positive contribution to local and wider skyline. The policy requires adequate separation between buildings and a limit to the cumulative impact of scale and massing. The policy is also expected to help protect the historic environment, as it requires development to be responsive to the local and historic wider setting.

B. Rely on existing policy

4.172 Policy 15 of the adopted Cambridge Local Plan and Policy SS/4 of the adopted South Cambridgeshire Local Plan do not give details on the design of development. However, Policy 60 of the Cambridge Local Plan sets out requirements relating to tall buildings and the skyline and Policy HQ/1 of the South Cambridgeshire Local Plan sets out design principles for development. These seek to ensure good design, including of tall buildings, resulting in minor positive effects for SA objective 6 (landscape and townscape).

C. Previous Draft Reg. 18 Policy (2020)

4.173 This alternative is expected to have the same effects in relation to the same SA objectives as the preferred policy, as it aims to make a positive contribution to the local and wider skyline.

Policy 10a: North East Cambridge Centres

Policy options

A. Preferred policy – Policy 10a: North East Cambridge Centres

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

- B. Alternative option – Piecemeal approach to intensified uses – plot promotion managed through DM process
- C. Alternative option – Do nothing: NPPF development principles
- D. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.17: Policy 10a: North East Cambridge Centres

SA objective	A	B	C	D
1. Land, soil and minerals	+	0	0	+
2. Air quality and pollution	0	-?	-?	0
3. Water	+	0	0	+
4. Protect species and habitats	0	0	0	0
5. Biodiversity	++	0	0	++
6. Landscape and townscape	+	0	0	+
7. Greenhouse gas emissions	0	-?	-?	0
8. Climate change resilience	+	0	0	+
9. Health and wellbeing	+	0	0	+
10. Open space	+	0	0	+
11. Housing	0	0	0	0
12. Equality	+	0	0	+
13. Services and facilities	+	+?	+?	+
14. Economy	+	+?	+?	+
15. Infrastructure	++	0	0	++
16. Sustainable travel	0	-?	-?	0

A. Preferred policy

4.174 Minor positive effects are expected for SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape), as the policy seeks to make efficient use of land and requires functional needs to avoid having a negative effect on the public realm. The preferred policy option aims to improve the quality of development and create multi-functional, vibrant activity hubs that support community development and encourage a diversity of people to interact and dwell. As such, a significant positive effect is expected for SA objective 15 (infrastructure), as it supports investment in people, places and communities.

4.175 A significant positive effect is expected on SA objective 5 (biodiversity) as the policy supports the creation, protection, enhancement and management of local biodiversity and Green Infrastructure (GI). Furthermore, a minor positive effect is expected for SA objective 3 (water) as the policy ensures surface water flooding will be mitigated in the design of the development therefore, protecting the water and the natural environment. Therefore, the policy is also expected to have a minor positive effect on SA objective 8 (climate change resilience), as the policy supports the mitigation of climate change effects, such as flooding, and adaptability and resilience to climate change. The policy is expected to have a minor positive effect on SA objectives 6 (landscape and townscape) and 10 (open space), as the policy suggests developments should make improvements to the quality of the public realm, providing spaces for movement, interaction, circulation, seating and biodiversity. The policy also states that proposals must meet needs of all parts of the community and streets and spaces should be designed to be multi-user and multi-generational, which is likely to make spaces more accessible to all, therefore minor positive effects are expected for SA objective 12 (equalities).

4.176 The policy is also expected to have a minor positive effect on SA objectives 9 (health and wellbeing), 13 (services and facilities) and 14 (economy) as the policy ensures there is a mix of residential and employment uses, along with a range of retail units to meet people's needs and improve the economy. Furthermore, the policy ensures that community and cultural facilities such as health facilities, community centres, libraries, indoor and rooftop sports

and leisure, and multi-use cultural venues are located within mixed use developments, which will contribute to the social wellbeing of residents and may provide activities to contribute to mental and physical wellbeing.

B. Piecemeal approach to intensified uses – plot promotion managed through DM process

4.177 This option may lead to a lesser variety of development, including type and size of units, as there would be no overall co-ordination of development in the sub-areas. It would also be difficult to plan for the appropriate infrastructure for the sub-areas, which may result in some uses, such as community facilities, not being delivered. Piecemeal development could also hinder a cohesive approach to the public realm and biodiversity. A degree of employment uses and local services and facilities, including retail, would still likely come forward in the sub-areas, therefore minor positive effects uncertain are expected for SA objective 13 (local services and facilities) and 14 (economy). However, lack of a joined up approach could result in a lack of provision of appropriate infrastructure, including social and community infrastructure, meaning that people may have to travel further and by car to meet their needs, resulting in minor negative uncertain effects for SA objectives 2, (air quality and pollution), 7 (greenhouse gas emissions) and 9 (sustainable travel).

C. Do nothing: NPPF development principles

4.178 This option would consider development proposals against the NPPF development principles, which centres on the presumption in favour of sustainable development. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, the effects of this option are expected to be the same as the effects identified for Alternative B.

D. Previous Draft Reg. 18 Policy (2020)

4.179 This alternative is expected to have the same effects in relation to the same SA objectives as the preferred policy, as it also aims to improve the quality of development and create multi-functional, vibrant hubs for activity that builds community and encourages a diversity of people to interact and dwell.

Policy 10b: District Centre

Policy options

- A. Preferred policy – Policy 10b: District Centre
- B. Alternative option – Retention of Waste Transfer Station on-site
- C. Alternative option – On-site relocation of the Golf driving range
- D. Alternative option – Retail and residential led, no employment floorspace
- E. Alternative option – Retail provision greater than 10,000 sqm to create a destination shopping location
- F. Alternative option – Do nothing: NPPF development principles
- G. Alternative option: Previous Reg 18 Policy (2020)

Table 4.18: Policy 10b: District Centre

SA objective	A	B	C	D	E	F	G
1. Land, soil and minerals	+/?	+/?	+/?	+/?	+/?	0	+/?
2. Air quality and pollution	+?	-	+?	+?	+/?	-	+?
3. Water	+?	+?	+?	+?	+?	0	+?
4. Protect species and habitats	0	0	0	0	0	0	0
5. Biodiversity	+?	+?	+?	+?	+?	0	+?
6. Landscape and townscape	+/?	+/?	+/?	+/?	+/?	0	+/?
7. Greenhouse gas emissions	+	+	+	+	+/?	0	+
8. Climate change resilience	0	0	0	0	0	0	0
9. Health and wellbeing	++	++/-	++	++	++	-	++
10. Open space	++	++	++	++	++	0	++
11. Housing	++	+?	+?	+	++	0	++
12. Equality	+	+	+	+	+	0	+
13. Services and facilities	++	++	++	++	++	+/?	++
14. Economy	++	+?	+?	+/?	++	+?	++
15. Infrastructure	++	++	++	++	++	-	++
16. Sustainable travel	+	+	+	+/?	+/?	0	+

A. Preferred policy

4.180 The preferred policy is expected to have significant positive effects on SA objective 13 (services and facilities) and 15 (infrastructure), as overall the policy

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

seeks to invest in people, places and communities, including improving the quality of and access to services and facilities, such as the provision of a new primary school. As set out in the policy, 7,100m² of community and cultural uses will be provided, in addition to a primary school. Additionally, public gatherings, informal and formal uses and larger one-off events will be accommodated in the new District Square. The increase in the number of community events will increase interactions between people and contribute towards social cohesion. Therefore, a minor positive effect is expected in relation to SA objective 12 (equalities). The policy is also expected to have a significant positive effect on SA objective 9 (health and wellbeing), as it will provide new indoor and rooftop sports and leisure uses, in addition to health facilities. The policy is expected to have an uncertain mixed minor positive and minor negative effect on SA objective 1 (land, soils and mineral resources), as the policy supports the closure of the golf driving range (and its relocation, if required), which is a part brownfield and part greenfield site.

4.181 The policy is also expected to have uncertain minor positive effects on SA objectives 5 (biodiversity) and 3 (water), as the policy seeks to protect and enhance the First Public Drain as a biodiversity corridor and amenity space, and reducing flood risk will help protect the natural environment and biodiversity. In addition, an Arboricultural Survey and Biodiversity Action Plan will be required to set out how enhancements to this corridor will protect valuable habitats and other natural assets.

4.182 The policy is expected to have a significant positive effect on SA objective 10 (open space) as design guidance within the policy allows for a new public square. Minor positive effects are expected for SA objective 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as having local shops and amenities will reduce the need to travel, which will help minimise greenhouse gas emissions and air pollution. Additionally, the District Square must be designed in a way that complements neighbouring uses in terms of amenity issues, such as noise, odour and servicing.

4.183 The preferred policy is expected to have significant positive effects on SA objectives 11 (housing) and 14 (economy), as the policy supports development of around 800 new homes, 20,000m² of employment space, 7,800m² of retail

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

space and a new District Square that can support events such as temporary markets. As such, development is likely to have a positive impact on the economy.

4.184 The preferred policy is expected to have a mixed minor positive and minor negative effect on SA objective 6 (landscape and townscape), as proposals within the area will be required to reflect the grain, scale and form of the development on both sides of the District Centre. There is reference to market stalls in the policy and whilst a market would help provide a sense of place, it could also result in visual clutter, particularly if stall structures are left standing on non-market day.

B. Retention of Waste Transfer Station on-site

4.185 This option is likely to have similar effects to the preferred policy, with the following exceptions.

4.186 The retention of the Waste Transfer Station on-site is expected to have a minor negative effect on SA objectives 2 (air quality and pollution) and 9 (health and wellbeing), as it may have negative effects on amenity, particularly residential amenity of the new development, such as through noise and odour issues. The minor negative effect for SA objective 9 (health and wellbeing) is mixed with a significant positive effect as it is still expected that new health facilities would be provided onsite.

4.187 Furthermore, it is expected that the retention of the Waste Transfer Station would result in development of a lower number of residential units, along with less employment and retail space. Therefore, an uncertain minor positive effect is expected for SA objectives 11 (housing) and 14 (economy) depending on what type of development was reduced.

C. On-site relocation of the golf driving range

4.188 This option is likely to have similar effects to the preferred policy, with the following exceptions. The relocation of the on-site golf driving range would result in less space available for provision of new residential units, along with employment and retail space. Therefore, an uncertain minor positive effect is expected for SA objectives 11 (housing) and 14 (economy).

D. Retail and residential led, no employment floorspace

4.189 This option is likely to have similar effects to the preferred policy, with the following exceptions. The policy option is likely to have a minor positive effect on SA objective 11 (housing), as the development will provide a range of accommodation sizes and tenures. An uncertain minor positive and negative effect is expected for SA objective 14 (economy), as having retail floorspace may have a positive effect on the economy however, having no employment floorspace could have a negative impact, but both of these effects are uncertain.

4.190 The policy option is expected to have a mixed minor positive and negative effect on SA objective 16 (sustainable travel), as residents will have access to retail shops for amenities however, residents may have to travel further for employment.

E. Retail provision greater than 10,000 sqm to create a destination shopping location

4.191 This option is likely to have similar effects to the preferred policy, with the following exceptions. The policy option is expected to have a significant positive effect on SA objective 14 (economy), as the provision of retail greater than 10,000 sqm to create a destination shopping location is likely to improve the local economy. The shopping destination is likely to draw more people from further afield which will likely increase travel by private car into and around

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

NEC, although many local residents will be able to use the facilities without driving. As such, an uncertain minor positive and negative effect is expected for SA objective 2 (air quality and pollution), SA objective 7 (greenhouse gas emissions) and SA objective 16 (sustainable travel).

F. Do nothing: NPPF development principles

4.192 This option would consider development proposals against the NPPF, which centres on the presumption in favour of sustainable development. The area currently has the Waste Transfer Station and a Golf driving range on-site which would likely remain on the site if this option were taken. The retention of the Waste Transfer Station on-site is expected to have a minor negative effect on SA objectives 2 (air quality and pollution) and 9 (health and wellbeing), as it may have negative effects on amenity, particularly residential amenity of the new development, such as through noise and odour issues. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, the Centre District may become partially developed resulting in piecemeal development in terms of built form and delivery. This option could also result in an under-provision of retail floorspace and an increase in industrial land coming forward which could have an uncertain minor positive effect on SA objective 14 (economy), in terms of job provision, but a mixed minor positive and minor negative uncertain effect on SA objective 13 (services and facilities). Minor negative effects are expected with regards to SA objective 15 (infrastructure), as not providing for markets when it would be possible to do so could suggest a lack of investment in the community and small, local businesses.

G. Previous Draft Reg. 18 Policy (2020)

4.193 This alternative is expected to have the same effects against the same SA objectives as the preferred policy, as this option sets out the previous development capacity numbers, which are similar, but the new figures increase

the amount of capacity for residential units, retail floorspace and community and cultural uses.

Policy 10c: Science Park Local Centre

Policy options

- A. Preferred policy – Policy 10c: Science Park Local Centre
- B. Alternative option – Development to consist of residential uses only
- C. Alternative option – Development to consist of office uses only
- D. Alternative option – Do nothing: NPPF development principles
- E. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.19: Policy 10c: Science Park Local Centre

SA objective	A	B	C	D	E
1. Land, soil and minerals	?	?	?	?	?
2. Air quality and pollution	+	+	+	0?	+
3. Water	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0
5. Biodiversity	+	+	+	0?	+
6. Landscape and townscape	+	+	+	0?	+
7. Greenhouse gas emissions	++	++	++	0?	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E
8. Climate change resilience	+/	+/	+/	0?	+/
9. Health and wellbeing	+	+	+	0?	+
10. Open space	++	++	++	0?	++
11. Housing	+?	+	0	0?	+?
12. Equality	+	0	0	0?	+
13. Services and facilities	++	0	+	+/ ?	++
14. Economy	++	0	++	0?	++
15. Infrastructure	+	0	0	0?	+
16. Sustainable travel	++	+	+	0?	++

A. Preferred policy

4.194 Significant negative uncertain effects are expected for SA objective 1 (land, soils and mineral resources) as the site is currently undeveloped. It is within an area of best and most versatile agricultural land but given the location of the site, it is unlikely to be used for agriculture. Significant positive effects are expected for SA objectives 10 (open space), 13 (services and facilities) and 16 (sustainable travel), as the local centre will provide a range of services and facilities for people in the local area, including open space, and therefore reduce the need to travel. According to the policy, opportunities for people to visit the Local Centre by private car will be minimised, whilst proposals should be designed in a way that encourages the through movement of people from the Guided Busway bus stop to Cambridge Regional College, resulting in significant positive effects for SA objective 7 (greenhouse gas emissions).

4.195 Significant positive effects are also expected for SA objective 14 (economy) as the policy provides for new employment space, as well as new retail floorspace.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.196 Minor positive effects are expected for SA objective 2 (air quality and pollution), as creation of a local centre at this location may help to ensure people have access to shops and services within a walkable distance of their homes and/or workplaces. These effects would be further enhanced by the inclusion of a Delivery and Consolidation Hub to consolidate last mile deliveries in accordance with Policy 20, which promotes sustainable transport modes and may therefore help minimise traffic movements in the local area as a result of deliveries. Minor positive effects are also expected for SA objective 12 (equality) and 15 (infrastructure), as the local centre will provide services and facilities, including community facilities and community space, in an accessible location. The provision of open spaces and community spaces, in addition to an emphasis on walking and cycling, will also have minor positive effects on SA objective 9 (health and wellbeing).

4.197 Minor positive effects are also expected for SA objectives 5 (biodiversity) and 6 (landscape and townscape), as the policy makes provision for an open space of high amenity and biodiversity quality, which is available for public use. The policy also states that development should improve the arrival experience to the Local Centre and Science Park.

4.198 Mixed minor positive and minor negative effects are expected for SA objective 8 (climate change resilience), as the policy promotes tree planting, which could help adapt to the impacts of climate change, for example through providing local cooling, but the policy would also introduce more hard surfaces, which would reduce the infiltration of surface water and could contribute to the urban heat island effect.

4.199 Minor positive uncertain effects are expected for SA objective 11 (housing) as the policy states that residential uses may be provided above ground floor level, but does not specify how much housing would be delivered.

B. Development to consist of residential uses only

4.200 It has been assumed the requirements for open space would still apply for this option. Effects are expected to be similar to those for the preferred policy, with the exception of the following.

4.201 Negligible effects are expected for SA objectives 12 (equality), 13 (services and facilities), 14 (economy) and 15 (infrastructure) as the policy would not provide for community services and facilities, shops or new employment land. Minor positive effects are expected for SA objective 16 (sustainable travel) as residential development would be next to existing employment sites and within a 5 minute walk of Campkin Road minor centre.

C. Development to consist of office uses only

4.202 It has been assumed the requirements for open space would still apply for this option. Effects are expected to be similar to those for the preferred policy, with the exception of the following.

4.203 Negligible effects are expected for SA objectives 11 (housing), 12 (equality) and 15 (infrastructure) as the policy would not provide for community services and facilities, shops or new residential development. Minor positive effects are expected for SA objectives 13 (services and facilities) and 16 (sustainable travel) as the policy would still promote walking and cycling, and would provide local employment, and possibly training, opportunities, but would not provide new local services and facilities.

D. Do nothing: NPPF development principles

4.204 This option would consider development proposals against the National Planning Policy Framework (NPPF), which centres on the presumption in favour of sustainable development. This option could result in a single land use in the location, which is likely to be either residential or employment use, the effects of

which are assessed above. However, it is possible that no development would come forward under this option. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, mixed minor positive and minor negative uncertain effects are expected for SA objective 13 (services and facilities). Negligible but uncertain effects are expected for most of the SA objectives as this option could result in no change from the current situation, but could still result in development of the site. There is a stronger degree of uncertainty recorded for SA objective 1 (land, soils and mineral resources), as effects on this objective depend on whether the site is developed or not.

E. Previous Draft Reg. 18 Policy (2020)

4.205 This alternative is expected to have the same effects against the same SA objectives as the preferred policy, as this option sets out the previous development capacity numbers, which are similar, but the new figures slightly increase the amount of capacity for retail, community and cultural uses and the amount of employment floorspace to be provided is lower for the preferred option. These changes are not substantial enough to alter the overall effects of the policy, but the scale of effects will be slightly different.

Policy 10d: Station Approach

Policy options

- A. Preferred policy – Policy 10d: Station Approach
- B. Alternative option – Development to consist of residential uses only
- C. Alternative option – Development to consist of office uses only

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

D. Alternative option – Do nothing: NPPF development principles

E. Alternative option – Previous Draft Reg. 18 Policy (2020).

Table 4.20: Policy 10d: Station Approach

SA objective	A	B	C	D	E
1. Land, soil and minerals	++?	++?	++?	0?	++?
2. Air quality and pollution	+	+	+	?-	+
3. Water	0	+	+	0?	+
4. Protect species and habitats	-	-	-	0?	-
5. Biodiversity	++/-	++/-	++/-	0?	++/-
6. Landscape and townscape	+	+	+	0?	+
7. Greenhouse gas emissions	+	+	+	-?	+
8. Climate change resilience	0	0	0	0	0
9. Health and wellbeing	+	+	+	0?	+
10. Open space	0	0	0	0	++
11. Housing	++	++	0	0?	++
12. Equality	+	+	0	0?	+
13. Services and facilities	+	0	+	+/?	+
14. Economy	++	0	++	0?	++
15. Infrastructure	+	0	0	0?	+
16. Sustainable travel	++?	++?	++?	-?	++

A. Preferred policy

4.206 Significant positive uncertain effects are expected for SA objective 1 (land, soils and mineral resources), as development will make use of previously developed land and will result in more efficient use of land in the area, although substantial areas of vegetation have established in some parts of the area.

4.207 Significant positive effects are expected for SA objectives 11 (housing) and 14 (economy), as the policy provides for around 500 residential units, as well as around 12,000 m² of employment land, resulting in significant positive effects for SA objectives 11 (housing) and 15 (employment).

4.208 Significant positive effects are expected for SA objective 16 (sustainable travel), and minor positive effects are expected for SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions), as development in this area will benefit from the proximity of the train station and guided busway, as well as providing walking and cycling provision, making sustainable transport an attractive mode of travel. However, these are uncertain because a car barn will be provided to consolidate car parking at Cambridge North Station. If this results in the provision of more parking spaces, or more convenient parking, people may be encouraged to drive to the station which could have adverse effects on air pollution, in addition to generating greenhouse gas emissions.

4.209 Minor positive effects are expected for SA objective 6 (landscape and townscape), as the policy requires development to improve the arrival experience from Cambridge North station, including from the adjacent residential community of North Chesterton, and requires an LVIA, Heritage Impact Assessment and Townscape Assessment to be undertaken to inform development. Minor positive effects are also expected for SA objective 9 (health and wellbeing), 12 (equality), 13 (services and facilities) and 15 (infrastructure) due to provision of local services and facilities, including retail and community use, as well as requiring adverse impacts on amenity to be mitigated and requiring links to the Waterbeach Greenway and Chisholm Trail.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.210 Mixed significant positive and minor negative effects are expected for SA objective 5 (biodiversity), as the policy recognises the biodiversity potential of the area and seeks to maximise biodiversity gain, although is likely to increase urban edge effects (such as litter, pet predation and trampling) on Bramblefields Local Natural Reserve. Potential effects on Bramblefields Local Nature Reserve has resulted in minor negative effects being recorded against SA objective 4 (protected habitats and species).

B. Development to consist of residential uses only

4.211 Effects are expected to be similar to those for the preferred policy, with the exception of the following.

4.212 Negligible effects are expected for SA objectives 13 (services and facilities), 14 (economy) and 15 (infrastructure), as this option would not include provision of employment, retail or community uses.

C. Development to consist of office uses only

4.213 Effects are expected to be similar to those for the preferred policy, with the exception of the following.

4.214 Negligible effects are expected for SA objectives 11 (housing), 12 (equality) and 15 (infrastructure), as this option would not include provision of residential, retail or community uses.

D. Do nothing: NPPF development principles

4.215 This option would consider development proposals against the National Planning Policy Framework (NPPF) development principles, which centres on the presumption in favour of sustainable development. This option could result in a single land use in the location, which is likely to be either residential or

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

employment use, the effects of which are assessed above. However, it is possible that no development would come forward under this option. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. As such, mixed minor positive and minor negative uncertain effects are expected for SA objective 13 (services and facilities). Negligible but uncertain effects are expected for most of the SA objectives as this option will result in no change from the current situation but could still result in development of the site.

4.216 Minor negative uncertain effects are likely to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as not setting out a policy to ensure development of this area takes full advantage of its location with a good range of sustainable transport connections, would fail to promote more sustainable transport choices and therefore minimise emissions of greenhouse gases and air pollutants.

E. Previous Draft Reg. 18 Policy (2020)

4.217 This alternative is expected to have similar effects in relation to the same SA objectives as the preferred policy, as this option sets out the previous development capacity numbers. However, less uncertainty is expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the previous policy did not include the provision of a car barn.

Policy 10e: Cowley Road and Greenway Local Centres

Policy options

- A. Preferred policy – Policy 10e: Cowley Road and Greenway Local Centres
- B. Alternative option – No primary or secondary school in the location
- C. Alternative option – Development to consist of residential and retail uses only
- D. Alternative option – Retail provision in excess of indicative development capacity
- E. Alternative option – Do nothing: NPPF development principles
- F. Alternative option – Previous Draft Reg. 18 Policy (2020) included previous development capacity numbers.

Table 4.21: Policy 10e: Cowley Road and Greenway Local Centres

SA objective	A	B	C	D	E	F
1. Land, soil and minerals	+	+	+	+	0?	+
2. Air quality and pollution	+/?	+/?	+/?	+/?	-	+/?
3. Water	0	0	0	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E	F
4. Protect species and habitats	+	+	+	+	0	+
5. Biodiversity	+	+	+	+	0?	+
6. Landscape and townscape	++	++	++	++	0?	++
7. Greenhouse gas emissions	+	+/	+	+	-	+
8. Climate change resilience	0	0	0	0	0	0
9. Health and wellbeing	+	+	+/ ?	+	0?	+
10. Open space	0	0	0	0	0?	++
11. Housing	++	++	++	++	0?	++
12. Equality	+	+	+	+	0?	+
13. Services and facilities	++	+	+/ ?	++	+/	++
14. Economy	++	++	+/ ?	++	0?	++
15. Infrastructure	+	0	0	+	0?	+
16. Sustainable travel	+	+/	+/	+	-	+

A. Preferred policy

4.218 Significant positive effects are expected in relation to SA objective 6 (landscape and townscape). This is because the policy specifies design requirements for both Local Centres. At the Cowley Road Local Centre, the public realm should be enhanced, in addition to moving the building line closer to the street to introduce a new urban character. At the Greenway Local Centre, an active and positive outlook should be provided onto the adjacent Strategic Open Space and should form an integral part of the character and design of the Local Centre. Development is also required to mitigate adverse impacts on residential amenity, education facilities and public open spaces from sources of environmental pollution, including the A14 and Milton Road. These measures

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

should have a significant positive effect on maintaining and enhancing the diversity and local distinctiveness of the townscape character.

4.219 The policy is anticipated to have a significant positive effect on SA objective 13 (services and facilities). The provision of community facilities such as primary schools and shops, should significantly improve the quality, range and accessibility of services and facilities. The provision of residential and employment uses, including retail use, also means the policy should have significant positive effects on SA objectives 11 (housing) and 14 (economy).

4.220 The policy is also anticipated to have a minor positive effect on SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). It will provide local services, facilities and jobs to reduce the need to travel. However, a minor negative effect with uncertainty is also expected for SA objective 2 (air quality and pollution), as the presence of the Waste Water Treatment Plant has likely led to contaminated land. However, uncertainty is recorded as development could potentially remediate the contaminated land.

4.221 Minor positive effects are expected for a number of the remaining objectives including: SA objective 1 (land, soils and mineral resources), as it will use land that has been previously developed and SA objectives 4 (protected habitats and species) and 5 (biodiversity), due to the protection and enhancement of Cowley Road Hedgerow City Wildlife Site, in addition to hedgerows. Minor positive effects have also been identified for SA objectives 9 (health and wellbeing), 12 (equality) and 15 (infrastructure), due to the provision of local services, facilities, education and jobs.

B. No primary or secondary schools in the location

4.222 This alternative option is expected to have similar effects to the preferred policy. Even though schools will not be provided it is still expected that there will be significant positive effects on SA objectives 6 (landscape and townscape), 11 (housing) and 14 (economy) due to the provision of residential and

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

employment uses, in addition to active frontages. Minor positive effects are expected for SA objective 13 (services and facilities), as the policy would provide for local services and facilities, including retail, but not education.

4.223 However, a negligible effect on SA objective 15 (infrastructure) is expected rather than a positive effect as schools will not be provided to help improve access to education and training. It is also noted that there are no existing schools within walking distance of this sub-area, which may lead to residents having to travel further, including by private car, to access education. Therefore, minor negative effects are expected for SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel). These effects are mixed with minor positive effects, as the mix of residential, retail and employment use will reduce the need to travel for some needs and for those who are not responsible for school-age children.

C. Development to consist of residential and retail uses only

4.224 This reasonable alternative option has very similar effects to the preferred policy for SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 3 (water), 4 (protected habitats and species), 5 (biodiversity), 6 (landscape and townscape), 8 (climate change resilience), and 12 (equality). It is still expected to have a significant positive effect on SA objectives 6 (landscape and townscape), 10 (open space) and 11 (housing) due to housing provision, in addition to active frontages, local facilities and jobs.

4.225 However, in not providing for schools and employment uses, mixed minor positive and minor negative effects are expected with respect to SA objectives 13 (services and facilities) and 14 (economy) as access to services, facilities and jobs will be limited to the retail development on site. As part of this area (St John's Innovation Centre) is already in employment use, there is the potential for loss of jobs. Furthermore, if schools are not provided, and as there are currently no existing schools within walking distance, a negligible effect is expected in regard to SA objective 15 (infrastructure) as access to education and training will not be improved. It is noted that minor negative uncertain

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

effects are also expected for SA objectives 9 (health and wellbeing), due to potential loss of jobs at St John's Innovation Park.

4.226 It is noted that there are no existing schools within walking distance of this sub-area, which may lead to residents having to travel further, including by private car, to access education. Therefore, minor negative effects are expected for SA objectives 7 (greenhouse gas emissions) and 16 (sustainable transport). These effects are mixed with minor positive effects, as the mix of residential and retail development in proximity to existing employment development, as well as the requirement for walking and cycling links, will reduce need to travel for some everyday purposes, particularly for those without school age children.

D. Retail development is excess of indicative development capacity

4.227 Increasing the development capacity of retail uses is anticipated to have identical effects to the preferred policy. Significant positive effects would be expected on SA objectives 6 (landscape and townscape), 13 (services and facilities), 11 (housing) and 14 (economy), which also receive significant positive effects as a result of the preferred policy due to the inclusion of retail use in this.

E. Do nothing: NPPF development principles

4.228 This option would consider development proposals against the NPPF, which centres on the presumption in favour of sustainable development. This option could result in a single land use in the location. However, it is possible that no development would come forward under this option. As such, negligible but uncertain effects are expected for most SA objectives as an option based on the NPPF would most likely result in no change from the current situation but could still result in development of the site. Minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as without this policy it is unlikely that

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

any schools would come forward in this location and therefore the education needs of the redevelopment of NEC are unlikely to be met and people are likely to travel further, by car, to access educational facilities. The NPPF states that there should be an integrated approach to the location of housing, economic use and community services and facilities, which may help ensure some provision of services and facilities but there would not be any appropriate local planning to ensure that local needs are met. In particular, schools are less likely to come forward at this location. As such, mixed minor positive and minor negative effects are expected for SA objective 13 (services and facilities).

F. Previous Draft Reg. 18 Policy (2020)

4.229 This alternative is expected to have similar effects in relation to the same SA objectives as the preferred policy. This is because this option sets out the previous development capacity numbers, although Option A includes more housing, employment and retail development. However, this option is expected to have significant positive effects on SA objective 10 (open space) because it would create a new open space and square at Cowley Triangle.

Policy 11: Housing Design Standards

Policy options

- A. Preferred policy – Policy 11: Housing Design Standards
- B. Alternative option – Do nothing: Revert to the NPPF
- C. Alternative option – Previous Draft Reg. 18 Policy.

Table 4.22: Policy 11: Housing Design Standards

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	0?	+
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	++	0	+
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.230 The policy is expected to have a minor positive effect on SA objective 9 (health and wellbeing), as the policy ensures that dwellings have natural sunlight and good ventilation, as well as adequate space, which are expected to contribute towards good health and wellbeing. The policy ensures there is

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

enough air circulation and measures to prevent noise transference are in place. Significant positive effects are also expected for SA objective 12 (equality) as the policy requires 5% of dwellings to be designed to be either wheelchair accessible or adaptable and all remaining homes should be accessible and adaptable to meet the need of all other users.

B. Revert to the National Planning Policy Framework

4.231 This option is a 'do nothing' scenario. The NPPF requires densities to be optimised, resulting in minor positive effects on SA objective 1 (land, soils and mineral resources). The effect against SA objective 9 (health and wellbeing) is recorded as negligible uncertain, as not going above and beyond the requirements of the NPPF could result in homes with no or smaller amenity space and less natural daylight, which could have negative effects on health and wellbeing. However, national standards would still need to be adhered to.

C. Previous Draft Reg. 18 Policy (2020)

4.232 This option is expected to have a minor positive effect on SA objective 9 (health and wellbeing), as the policy ensures private amenity, that dwellings have natural sunlight and good ventilation, as well as adequate space, which are expected to contribute towards good health and wellbeing. The policy ensures there is enough air circulation and sufficient internal floorspace and amenity space. Minor positive effects are also expected for SA objective 12 (equality) as the policy requires 90% dwellings to be accessible and adaptable and 10% to be suitable for wheelchair users, therefore providing for the elderly, those in wheelchairs and others with special needs.

AAP Chapter 4 – Jobs, Homes and Services

Policy 12a: Business

Policy options

- A. Preferred policy – Policy 12a: Business

- B. Alternative option – Only locate additional B1 floorspace within the existing employment sites (Cambridge Science Park, St Johns Innovation Park, Cambridge Business Park).

- C. Alternative option – New B1 floorspace to be solely focused on science and technology premises.

- D. Alternative option – No provision to SME/start-up/incubation units within NEC.

- E. Alternative option – Prescribing upper net additional floorspace figures for B1a, B1b and B1c separately rather than combined.

- F. Alternative option – The loss of B1 floorspace from Cowley Road and Nuffield Road Industrial Estates

- G. Alternative option – No net additional B1 floorspace within NEC.

- H. Alternative option – Previous Draft Reg. 18 Policy (2020).

Table 4.23: Policy 12a: Business

SA objective	A	B	C	D	E	F	G	H
1. Land, soil and minerals	++	++	++	++	++	0	0	++
2. Air quality and pollution	+/	+/	+/	+/	+/	+/	+/	+/
3. Water	0	0	0	0	0	0	0	0
4. Protect species and habitats	-?	-?	-?	-?	-?	-?	0	-?
5. Biodiversity	0	0	0	0	0	0	0	0
6. Landscape and townscape	+	+	+	+	+	0	0	+
7. Greenhouse gas emissions	+	+	+	+	+	+	+	+
8. Climate change resilience	0	0	0	0	0	0	0	0
9. Health and wellbeing	+	+	+	+	+	+/	+	+
10. Open space	0	0	0	0	0	0	0	0
11. Housing	++	+	++	++	++	++	++	++
12. Equality	+	+	+	+	+	+	+	+
13. Services and facilities	++	++	++?	++?	++	++/-	++	++
14. Economy	++	++	++	++?	++	++/-	+	++
15. Infrastructure	+	+	+	+	+	+	+	+
16. Sustainable travel	++	++	++	++	++	++	++	++

A. Preferred policy

4.233 The preferred policy is expected to have a significant positive effect on SA objectives 13 (services and facilities) and 14 (economy) because it proposes the development of up to 188,500m² net additional business (Class E(g))

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

floorspace, in addition to intensifying existing employment floorspace on site. This will improve access to training for all and support the provision of skilled employees to the economy. A significant positive effect is also expected against SA objective 1 (land, soils and mineral resources) because the intensification of existing employment floorspace makes efficient use of land.

4.234 A significant positive effect is also expected against SA objective 16 (sustainable travel) because the preferred policy states that development proposals will need to demonstrate how they will support the use of sustainable modes of travel, in addition to a reduction in private car use. The preferred policy also references the AAP vision, which is to create a mixed-use city district where employees have good accessibility on foot and cycle to local services and facilities. Furthermore, the location of residential and employment development in close proximity is expected to reduce the need to travel. For these reasons, a minor positive effect is expected for SA objective 7 (greenhouse gas emissions).

4.235 A significant positive effect is also expected against SA objective 11 (housing) because the preferred policy makes provision for residential development, particularly at the Nuffield Road Industrial Estate where only residential development is proposed.

4.236 Minor positive effects are expected against SA objectives 9 (health and wellbeing), 12 (equality) and 15 (infrastructure) because the creation of employment opportunities will have a positive effect on people's wellbeing and help reduce inequality. The creation of a mix of employment opportunities will address different people's employment needs at the same time as ensuring equal access for all. The effect against SA objective 15 (infrastructure) is recorded as uncertain because the actual effect will depend on the training opportunities available as a result of development.

4.237 A minor positive effect is expected against SA objective 6 (landscape and townscape) because development proposals must demonstrate how they will support a quality public realm and physical environment. A minor positive effect is also expected against SA objective 7 (greenhouse gas emissions) because

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

the promotion of sustainable modes of transport will reduce greenhouse gas emissions, minimising impacts on climate change.

4.238 A mixed minor positive and minor negative effect is identified against SA objective 2 (air quality and pollution) because although the use of sustainable modes of travel are encouraged, certain commercial uses may be more polluting than others (e.g. industrial processes) and some land may be contaminated from its previous use, particularly at the Anglian Water site. Minor negative uncertain effects are expected for SA objective 4 (protected habitats and species), as the Anglian water site is adjacent to the Milton Road Hedgerows City Wildlife Site, which could be damaged or disturbed by redevelopment of the area.

B. Only locate additional commercial floorspace (Class E(c) and Class E(g)) within the existing employment sites (Cambridge Science Park, St Johns Innovation Park, Cambridge Business Park).

4.239 This alternative option is expected to have the same effects as the preferred policy, with the exception of SA objectives 1 (land, soils and mineral resources) and 11 (housing). A minor positive effect is expected against SA objective 11 (housing) because this alternative option seeks to locate additional commercial floorspace (Class E(c) and Class E(g)) at the Cambridge Business Park, where new homes are expected as part of development. The effect is recorded as uncertain because it is unknown whether the increase in commercial floorspace (Class E(c) and Class E(g)) will result in there being less space for residential development. The significant positive effect expected against SA objective 1 (land, soils and mineral resources) is not uncertain like the preferred policy because it does not include the Anglian Water site.

C. New commercial floorspace (Class E(c) and Class E(g)) to be solely focuses on science and technology premises.

4.240 Alternative option C is expected to have the same effects as the preferred policy, with the exception of SA objectives 12 (equality) and 13 (services and facilities). Uncertainty is added to the minor positive and significant positive effects expected against SA objectives 12 (equality) and 13 (services and facilities), respectively, because focusing on science and technology premises means that there may not be as large a range of employment and training opportunities available.

4.241 It is noted that this alternative option would reduce the amount of pollution generated because industrial floorspace would be replaced by science and technology floorspace. However, the effect remains the same because although sustainable modes of travel are encouraged, the amount of development proposed could result in an overall increase in people travelling to the site via private car.

D. No provision to SME/start-up/incubation units within NEC.

4.242 Alternative option D is expected to have the same effects as the preferred policy, with the exception of SA objectives 12 (equality), 13 (services and facilities) and 14 (economy). Uncertainty is added to the positive effects expected against SA objectives 12 (equality), 13 (services and facilities) and 14 (economy) because discouraging the development of SMEs/start-up/incubation units means that there may not be as large a range of employment and training opportunities available to all. Indeed, SME/start-up/incubation units play an important role in Cambridge's position as one of the UK's most competitive cities.

4.243 A mixed minor positive and minor negative effect is expected against SA objective 12 (equality) because SMEs/start-up/incubation units will not be supported in NEC.

E. Prescribing upper net additional floorspace figures for Class E(c) and Class E(g) separately rather than combined.

4.244 Alternative option E is expected to have the same effects as the preferred policy.

F. The loss of commercial floorspace (Class E(c) and Class E(g)) from Cowley Road and Nuffield Road Industrial Estates.

4.245 Alternative option F is expected to have a significant positive effect against SA objective 11 (housing) because it makes provision for residential development, particularly at the Nuffield Road Industrial Estate where only residential development is proposed. It is not clear from this option but the loss of commercial floorspace (Class E(c) and Class E(g)) at Nuffield Road Industrial Estate could create more space for housing. A significant positive effect is also expected against SA objective 16 (sustainable travel) because the preferred policy states that development proposals will need to demonstrate how they will support the use of sustainable modes of travel, in addition to a reduction in private car use.

4.246 Mixed significant positive and minor negative effects are expected against SA objectives 13 (services and facilities) and 14 (economy) because although the policy will provide large-scale employment development, the loss of commercial floorspace (Class E(c) and Class E(g)) at Cowley Road and Nuffield Road Industrial Estates will have an adverse effect on availability of employment space.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.247 Minor positive effects are expected against SA objectives 12 (equality) and 15 (infrastructure) because despite the loss of commercial floorspace (Class E(c) and Class E(g)), there will still be a large amount of employment floorspace available, and a range of employment opportunities.

4.248 A mixed minor positive and minor negative effect is expected against SA objective 9 (health and wellbeing) because although employment opportunities will still be available to a large number of people, the loss of commercial floorspace (Class E(c) and Class E(g)) could result in a loss of certain types of employment, with adverse effects on people's health and wellbeing who may be made redundant or have less job security/opportunity.

G. No net additional commercial floorspace within NEC.

4.249 This alternative option is expected to have the same effects as the preferred policy, with the exception of SA objectives 1 (land, soils and mineral resources), 4 (protected habitats and species), 6 (landscape and townscape) and 14 (economy). Negligible effects are expected against SA objectives 1 (land, soils and mineral resources), 4 (protected habitats and species) and 6 (landscape and townscape), and minor positive effects are expected for SA objective 14 (economy), because this option proposes no net additional commercial floorspace (Class E(c) and Class E(g)) within NEC.

H. Previous Draft Reg. 18 Policy (2020) included an overall quantum of 234,500m² B1 commercial floorspace

4.250 This alternative is expected to have the same effects as the preferred policy. While this option proposes more commercial floorspace, this option and the preferred policy are likely to have similar effects because additional commercial floorspace will improve access to training for all and support the provision of skilled employees to the economy.

Policy 12b: Industry, Storage and Distribution

Policy options

- A. Preferred policy – Policy 12b: Industry, Storage and Distribution
- B. Alternative option – Increase overall industrial floorspace by intensifying current industrial sites – Nuffield Road and Cowley Road.
- C. Alternative option – Remove industrial floorspace from NEC AAP as it is incompatible with residential uses.
- D. Alternative option – Ensure 50% of industrial workspace is affordable.
- E. Alternative option – Include B1c uses as acceptable uses in industrial areas.
- F. Alternative option – Set a minimum plot ratio for new developments to achieve.
- G. Alternative option – Mixed use is not acceptable for industrial uses.
- H. Alternative option – Mixed use acceptable only with B1 office space.
- I. Alternative option – Previous Draft Reg 18 Policy (2020)

Table 4.24: Policy 12b: Industry, Storage and Distribution

SA objective	A	B	C	D	E	F	G	H	I
1. Land, soil and minerals	++	++	-?	++	++	++	++	++	++

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E	F	G	H	I
2. Air quality and pollution	+/	+/	+/	+/	+/	+/	+/	+/	+/
3. Water	0	0	0	0	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0	0	0	0	0
5. Biodiversity	-	0?	0	-	-	-	-	-	-
6. Landscape and townscape	-?	-?	+?	-?	-?	-?	-?	-?	-?
7. Greenhouse gas emissions	+/	+/	-	+/	+/	+/	+/	+/	+/
8. Climate change resilience	0	0	0	0	0	0	0	0	0
9. Health and wellbeing	-?	-?	+	-?	-?	-?	-?	-?	+?
10. Open space	0	0	0	0	0	0	0	0	0
11. Housing	+?	+?	+	+?	+?	+?	+?	+?	+
12. Equality	+?	+?	0	+?	+?	+?	+?	+?	+?
13. Services and facilities	+	+	-	+	+	+	+	+	+
14. Economy	++	++		++	++	++	++	++	++
15. Infrastructure	+?	+?	-	+?	+?	+?	+?	+?	+?
16. Sustainable travel	+	+	-	+	+	+	+	+	+

A. Preferred policy

4.251 The preferred policy is likely to have a significant positive effect on SA objectives 1 (land, soils and mineral resources) and 14 (economy) because it aims to ensure there is no net loss of industrial floor space (Classes B2 and B8). It seeks to make efficient use of land by intensifying existing B2 and B8 uses and identifies some additional sites for these uses. The preferred policy

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

specifically states that B2 and B8 uses should be delivered through higher plot ratios. In addition, the policy states that the industrial floorspace should be flexible and adaptable to meet current and future business needs which would make the local economy more resilient.

4.252 Minor positive effects are expected against SA objectives 12 (equality), 13 (services and facilities) and 15 (infrastructure) because the intensification and protection of B2 and B8 uses would create and maintain job opportunities, which may help to reduce inequalities, at the same time as improving access to training and supporting the provision of skilled employees to the economy, depending on the range of jobs provided and the level of training they offer. A minor positive uncertain effect is also expected against SA objective 11 (housing) because, although the preferred policy focuses on industrial development, it states that residential uses could be included in multi-storey mixed-use development.

4.253 Minor positive effects are also expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the proximity of employment uses to residential dwellings may reduce the need for people to travel far to work. Minor negative effects are also expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) because industrial processes are likely to generate dust and air pollution, contributing towards poor air quality and greenhouse gas emissions.

4.254 Minor negative effects are expected against SA objectives 5 (biodiversity) and 6 (landscape and townscape) because the intensification of existing B2 and B8 uses, may have an adverse effect on existing habitats and species in the area, particularly the open mosaic habitat at Chesterton Sidings, as well as the landscape/townscape, depending on the design of development.

4.255 A minor negative uncertain effect is expected against SA objective 9 (health and wellbeing) because the intensification of B2 and B8 uses could lead to poor air quality which is detrimental to the health and wellbeing of the community, particularly if residential uses are provided on-site.

B. Increase overall industrial floorspace by intensifying current industrial sites – Nuffield Road and Cowley Road

4.256 This alternative option proposes an increase in industrial floorspace through the intensification of both the Nuffield Road and Cowley Road sites. As the preferred policy sought to intensify all existing B2 and B8 uses across North East Cambridge, similar effects are recorded against this alternative option despite it only referring to Nuffield Road and Cowley Road. Negligible uncertain effects are now expected for SA objective 5 (biodiversity), as Chesterton Sidings is not expected to be developed under this option.

C. Remove industrial floorspace from NEC AAP as it is incompatible with residential uses

4.257 Significant negative effects from alternative option C are expected against SA objective 14 (economy) as the removal of industrial floorspace would hinder improvement of the local economy of the area and potentially lead to loss of jobs, as only residential development would be provided on site.

4.258 Minor positive effects are expected against SA objective 6 (landscape and townscape) because the removal of industrial floorspace could help to enhance the townscape, depending on the design of any new development at these sites. However, the effect is recorded as uncertain because the actual effect will depend on the final design, scale and layout of development. A minor positive effect is expected against SA objective 11 (housing) because the removal of industrial floorspace would have positive effects on residential amenity and the subsequent availability of housing, as new dwellings may be provided as an alternative to industrial floorspace.

4.259 Minor positive effects are expected against SA objectives 2 (air quality and pollution) and 9 (health and wellbeing) because the removal of industrial uses on site would reduce the amount of noise, air and dust pollution accumulated from development. This would have beneficial effects on

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

residential amenity. The effect for SA objective 2 (air quality and pollution) is mixed with a minor negative effect, as removing employment opportunities from the site will likely lead to additional use of private vehicles to and from the site.

4.260 Minor negative effects are expected against SA objectives 7 (greenhouse gas emissions), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel) as removing employment opportunities from the site will likely lead to additional use of private vehicles to and from the site thereby increasing the need to travel and increasing the area's contribution to climate change. In addition, removing industrial floorspace could reduce access to training and job opportunities for all. A minor negative effect is expected against SA objective 1 (land, soils and mineral resources) because the removal of existing industrial floorspace may not make efficient use of land. The effect is recorded as uncertain because it depends on what alternative uses (e.g. housing) would be provided in place of the industrial floorspace.

D. Ensure 50% of industrial workspace is affordable

4.261 This policy is expected to have similar effects to the preferred option. Whilst it does not affect the SA scoring, additional positive effects would be expected for SA objective 14 (economy), as this option may help to diversify the local economy by supporting smaller businesses and/or supporting businesses that might otherwise not be able to afford to locate in the area.

E. Include B1c uses as acceptable uses in industrial areas

4.262 As the preferred policy seeks to intensify all existing B2 and B8 uses across North East Cambridge, which includes industrial processes, the same effects are recorded against this alternative option.

F. Set a minimum plot ratio for new developments to achieve

4.263 This alternative option proposes to set a minimum plot ratio for new developments to achieve. As the preferred policy seeks to intensify all existing B2 and B8 uses across North East Cambridge, the same effects are recorded against this alternative option. However, it could further add to the significant positive effects identified for SA objective 1 (land, soils and mineral resources).

G. Mixed use is not acceptable for industrial uses

4.264 This alternative option would prevent residential development on industrial sites, and also possibly office development. Although this may have a positive effect on residential amenity, it is not expected to result in a substantial difference in the amount of housing or employment land delivered, therefore the effects remain the largely same as the preferred policy. Uncertainty has been added to the significant positive effect for SA objective 14 (economy), as this may result in less variety in the local economy, leading to a less vibrant and resilient economy.

H. Mixed use acceptable only with B1 office space

4.265 This alternative option proposes to allow mixed use only with B1 office space. Although this may reduce air pollution as general industrial processes would not be taking place, it may mean there would be an overall increase in the number of people travelling to the site via private car, as offices tend to accommodate more people per ha than industrial uses. This would generate greenhouse gas emissions and may have an adverse effect on air quality. Therefore, the same effects as the preferred policy are recorded against this alternative option.

I. Previous Draft Reg. 18 Policy (2020)

4.266 This alternative is expected to have similar effects to the preferred policy as this option sets out different development quanta at Chesterton Sidings and Cowley Road. Unlike Option A, this option is expected to have positive effects for SA objective 9 (health and wellbeing), as it specifically requires residential amenity to be protected.

Policy 13a: Housing provision

Policy options

- A. Preferred policy – Policy 13a: Housing provision
- B. Alternative option – Deliver more homes at a higher density in currently proposed sites.
- C. Alternative option – Deliver lower densities across the whole AAP area, including in sites where no new homes are required or designated.
- D. Alternative option – Require an equal proportion of 1, 2, 3 and 4+ bedroomed dwellings across residential sites in NEC.
- E. Alternative option – Require a majority of 3+ bedroom homes as to accommodate family growth.
- F. Alternative option – Enable all affordable component to be provided off site.
- G. Alternative option – Define truly affordable as social rent only.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

- H. Alternative option – Provide higher percentage of affordable homes – 60%.
- I. Alternative option – Require a higher proportion (e.g. 10%) of all residential units to be self/custom finish.
- J. Alternative option – Require all non-flatted residential units at NEC to be self/custom finish.
- K. Alternative option – Status quo: Rely on existing policy.
- L. Alternative option – Previous Draft Reg. 18 Policy (2020).

Table 4.25: Policy 13a: Housing provision

SA objective	A	B	C	D	E	F	G	H	I	J	K	L
1. Land, soil and minerals	+	+	+/?	+	+	+	+	+	+	+	0?	+
2. Air quality and pollution	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	-?	+/?
3. Water	0	0	0	0	0	0?	0	0	0	0	0	0
4. Protect species and habitats	-?	-?	-?	-?	-?	-?	-?	-?	-?	-?	0?	-?
5. Biodiversity	-	-	?	-	-	-	-	-	-	-	0?	-
6. Landscape and townscape	+	+?	+	+	+	+?	+	+	+	+	0	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E	F	G	H	I	J	K	L
7. Greenhouse gas emissions	+	+	+/?	+	+	+/?	+	+	+	+	-?	+
8. Climate change resilience	0	0	0	0	0	0	0	0	0	0	0	0
9. Health and wellbeing	+	+?	+	+?	+?	+	+	+	+	+	+?	+
10. Open space	0	0	0	0	0	0	0	0	0	0	0	0
11. Housing	++	++	++/?	++	++	++/?	++	++	++	++	++	++
12. Equality	++	++	++/?	++	++	--/?	++	++	++	++	++	++
13. Services and facilities	0	0	-?	0	0	0	0	0	0	0	-?	0
14. Economy	0	0	0	0	0	0	0	0	0	0	0	0
15. Infrastructure	0	0	0	0	0	0	0	0	0	0	0	0
16. Sustainable travel	+	+	+/?	+	+	+/?	+	+	+	+	-?	+

A. Preferred policy

4.267 The preferred option is likely to have a significant positive effect against SA objectives 11 (housing) and 12 (equality) because it provides for development of at least 8,350 net dwellings of different sizes and tenures to

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

meet different needs, 40% of which are required to be affordable. The preferred policy also states appropriate provision should be made for specialist housing needs, such as for older people or others needing specialist housing. In addition, the requirement to ensure all homes of different types and tenures are integrated and visually indistinguishable is likely to help ensure housing equality and reduce prejudices against those living in affordable housing or from certain areas of NEC. Additionally, a minor positive effect is expected against SA objective 9 (health and wellbeing) because the preferred policy will help ensure everyone has a suitable home to live in, that meets their needs. Minor positive effects are expected against SA Objective 1 (land, soils and mineral resources) because the AAP area, including areas identified for additional housing, mainly comprises previously developed land and the policy promotes high density homes, which may represent a more efficient use of land.

4.268 A minor positive effect is also expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the policy requires new dwellings to not compromise the trip budget for the area, which will help minimise energy use. Furthermore, the location of 8,350 net dwellings in one place, alongside employment opportunities (and other infrastructure) will reduce the need to travel. The minor positive effect identified for SA objective 2 (air quality and pollution) is mixed with a minor negative effect, as some areas identified for housing delivery could include contaminated land, particularly at the Anglian Water site and Chesterton Sidings. This effect is uncertain as development offers an opportunity to remediate any contaminated land.

4.269 Minor negative effects are expected in relation to SA objectives 4 (protected habitats and species) and 5 (biodiversity) because the policy includes development of a substantial amount of new homes in proximity to designated biodiversity sites, such as Bramblefields Local Natural Reserve and Milton Road Hedgerows City Wildlife Site. Some areas allocated for housing also have potential biodiversity value, including the open mosaic habitat at Chesterton Sidings.

4.270 A minor positive effect is expected in relation to SA objective 6 (landscape and townscape) because development of areas of the site,

particularly disused land at Chesterton Sidings, is likely to lead to townscape improvements.

B. Deliver more homes at a higher density in currently proposed sites

4.271 This option is expected to have similar effects to the preferred policy, as much of the policy will stay the same. However, significant positive effects are expected for SA objective 1 (land, soils and mineral resources), as this alternative would make more efficient use of land.

4.272 For this option, the minor positive effects expected for SA objectives 6 (landscape and townscape) and 9 (health and wellbeing) are uncertain, as higher densities may leave less space for green infrastructure and landscaping within the sites allocated for housing.

C. Deliver lower densities across the whole AAP area, including in sites where no new homes are required or designated

4.273 It is assumed that this option would result in the same amount and types of housing being delivered, just a different distribution, therefore it is expected to have similar effects to the preferred policy, with the following exceptions.

4.274 There are now minor negative uncertain effects recorded alongside the positive effects identified SA objectives 1 (land, soils and mineral resources), 7 (greenhouse gas emissions), 11 (housing), 12 (equality) and 16 (sustainable travel), as the extent of these effects depends on where new residential development is located. For example, whilst all development is likely to be close to existing employment development, it may be more difficult to locate new services and facilities appropriately, when development could take place outside of allocated sites. Similarly, if housing development is provided in areas

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

where no new homes are required, people may feel they have to live in sub-optimal locations and therefore need to travel further for work or to see friends and relatives.

4.275 Allowing housing development to come forward outside allocated sites will make it more difficult to effectively plan for delivery of infrastructure, including local services and facilities, resulting in minor negative uncertain effects on SA objective 13 (services and facilities).

4.276 Uncertain effects are recorded against SA objectives 4 (protected habitats and species) and 5 (biodiversity) as whether or not any effects occur depends on where development takes place.

D. Require an equal proportion of 1, 2, 3 and 4+ bedroomed dwellings across residential sites in NEC

4.277 This option is expected to have similar effects to the preferred policy, as much of the policy will stay the same. However, mixed minor positive and minor negative effects are expected for SA objectives 11 (housing) and 12 (equality), as requiring an equal proportion of 1, 2, 3 and 4+ bedroom homes would not necessarily respond to the needs of local people. A minor positive uncertain effect is also recorded for SA objective 9 (health and wellbeing), as not providing the right mix of housing could lead to people living in smaller homes than they need or a financial burden of buying and heating a larger home than they need.

E. Require a majority of 3+ bedroom homes as to accommodate family growth

4.278 This option is expected to have the same effects as option D, as it will not provide for a range of housing needs.

F. Enable all affordable component to be provided off site

4.279 It has been assumed that development will take place in those locations identified in the preferred policy, in addition to off-site provision of affordable housing. This option is expected to have similar effects to the preferred option, with the following exceptions.

4.280 Mixed minor positive and significant negative uncertain effects are identified for SA objective 12 (equality) as, whilst a range of housing and specialist housing will be provided, off-site provision of affordable housing could result in this being provided in sub-optimal locations, away from where the need has arisen. In addition, it treats those accessing affordable housing differently, and therefore treats households differently on the basis of income.

4.281 As with option C, there are now minor negative uncertain effects recorded alongside the positive effects identified SA objectives 7 (greenhouse gas emissions), 11 (housing) and 16 (sustainable travel), as it may result in some homes, namely affordable housing, being delivered in sub-optimal locations. For example, people may feel they have to live in sub-optimal locations and therefore need to travel further for work or to see friends and relatives, or access services and facilities.

4.282 In addition, the effects identified against SA objectives 3 (water) and 6 (landscape and townscape) are uncertain, as environmental effects are largely dependent on the location of development, which is not known for any off-site affordable housing provision.

G. Define truly affordable as social rent only

4.283 This option is expected to have similar effects to the preferred policy, as much of the policy will stay the same. However, this option is expected to have mixed minor positive and minor negative uncertain effects against SA objectives 11 (housing) and 12 (equality), as it will result in less variety of affordable

housing options and therefore may not meet the full range of housing needs in terms of tenure.

H. Provide higher percentage of affordable homes – 60%

4.284 This option would have similar effects to the preferred policy. The significant positive effects associated with SA objectives 11 (housing) and 12 (equality) are uncertain, as it is not clear whether this option could lead to over-provision of affordable homes.

I. Require a higher proportion (e.g. 10%) of all residential units to be self/custom finish

4.285 This option would have similar effects to the preferred policy. Whilst effects against SA objective 12 (equality) would still be significant positive, this option may further contribute to improving equalities as self/custom finish can allow residents to ensure housing meets their needs.

J. Require all non-flatted residential units at NEC to be self/custom finish

4.286 This option would have similar effects to the preferred policy and option I. Whilst effects against SA objective 12 (equality) would still be significant positive, this option may further contribute to improving equalities as self/custom finish can allow residents to ensure housing meets their needs.

K. Rely on existing policy

4.287 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan make provision for housing development in this area, but neither states how much housing is to be provided. In addition, Policy

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

45 of the Cambridge Local Plan and Policies H/9 and H/10 of the South Cambridgeshire Local Plan require a mix of housing, including affordable housing. However, requirements vary between the two Local Plans and they are based on the need for Cambridge City and South Cambridgeshire as wholes, rather than NEC in particular. As such, minor positive uncertain effects are expected for SA objectives 9 (health and wellbeing), 11 (housing) and 12 (equality).

4.288 Minor negative uncertain effects are identified with regards to SA objective 13 (services and facilities), as it will be difficult to plan for provision of local services, facilities and other infrastructure if housing comes forward in a piecemeal and uncoordinated way in this area. Similarly, minor negative uncertain effects are recorded against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as a piecemeal approach to housing development could result in residents taking longer trips, potentially by car, to access everyday services and facilities, but this depends on the location of development.

4.289 Negligible uncertain effects are recorded against environmental SA objectives, as the AAP area is generally not particularly environmentally sensitive, but effects depend on the location and design of any development that does come forward.

L. Previous Draft Reg. 18 Policy (2020)

4.290 This alternative is expected to have the same effects as the preferred policy for the same reasons described under option A above, as this option sets out the previous housing requirement of up to 8,000 homes, which is similar to the updated figure of 8,350.

Policy 13b: Affordable Housing

Policy options

- A. Preferred policy – Policy 13b: Affordable Housing
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020).

Table 4.26: Policy 13b: Affordable Housing

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	+	+?	+
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	+	+
10. Open space	0	0	0
11. Housing	++	++	++
12. Equality	++	++	++

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.291 A significant positive effect is expected in relation to SA objectives 11 (housing) and 12 (equality) because this preferred policy has a target for at least 40% of NEC's new homes to be delivered as affordable housing, therefore helping to ensure that everyone has access to housing and that housing of different tenures is not distinguishable. The policy will help ensure that an appropriate mix of houses are provided to meet local need and that the creation of a mixed and balanced community is achieved.

4.292 A minor positive effect is expected in relation to SA objective 6 (landscape and townscape) because the policy states that affordable housing design should be well integrated and not confined to less prominent parts of the site as a whole or on any individual land.

B. Rely on existing policy

4.293 This option is expected to have the same effects as the preferred policy because the existing Local Plans for Cambridge City Council and South Cambridgeshire District Council each contain an affordable housing policy, which requires 40% affordable housing for developments of 11 dwellings or more for the South Cambridgeshire Local Plan and 15 or more for the Cambridge Local Plan. Uncertainty is given to the minor positive score for SA objective 6 (landscape and townscape), because only the Cambridge Local

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Plan requires affordable housing to be indistinguishable from, and integrated with, other residential development.

C. Previous Draft Reg. 18 Policy (2020)

4.294 This option is expected to have the same effects as the preferred policy.

Policy 13c: Build to Rent

Policy options

- A. Preferred policy – Policy 13c: Build to Rent
- B. Alternative option – Will be promoted with no caveats
- C. Alternative option – Specify stronger limitations on built to rent
- D. Alternative option - Previous Draft Reg. 18 Policy (2020).

Table 4.27: Policy 13c Build to Rent

SA objective	A	B	C	D
1. Land, soil and minerals	0	0	0	0
2. Air quality and pollution	0	0	0	0
3. Water	0	0	0	0
4. Protect species and habitats	0	0	0	0
5. Biodiversity	0	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D
6. Landscape and townscape	0	0	0	0
7. Greenhouse gas emissions	0	0	0	0
8. Climate change resilience	0	0	0	0
9. Health and wellbeing	0	0	0	0
10. Open space	0	0	0	0
11. Housing	++	++/-	+	++
12. Equality	++	++/-	+	++
13. Services and facilities	0	0	0	0
14. Economy	0	0	0	0
15. Infrastructure	0	0	0	0
16. Sustainable travel	0	0	0	0

A. Preferred policy

4.295 The preferred policy is likely to have a significant positive effect on SA objectives 11 (housing) and 12 (equality) because Built to Rent proposals contribute to the range of housing types available through the provision of rental properties. This is likely to meet the needs of certain groups of people (e.g. students), whilst being undertaken in a controlled manner so as to not dominate the housing market. In addition, 20% of the development must be affordable private rent units therefore helping to ensure that everyone has access to housing.

B. Will be promoted with no caveats

4.296 This option is expected to result in mixed significant positive and minor negative effects on SA objectives 11 (housing) and 12 (equality), as it will have

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

the same positive effects as the preferred policy, but may exclude certain groups of people as it would not include affordable rented properties. In addition, it may lead to a greater proportion of build to rent that there is need for locally, at the expense of other housing types and tenures.

C. Specify stronger limitations on build to rent

4.297 This alternative option is expected to have minor positive effects on SA objectives 11 (housing) and 12 (equality) because although it supports Built to Rent proposals, stronger limitations on Build to Rent could result in a lower number of rental properties available.

D. Previous Draft Reg. 18 Policy (2020)

4.298 This option is expected to have the same effects as the preferred policy as this option specified the 10% of the overall housing figure. For Option D, a maximum of 800 units were anticipated to be build to rent, because of the higher housing target for North East Cambridge at the time the Draft AAP was prepared.

Policy 13d: Housing for Local Workers

- A. Preferred Policy – Policy 13d: Housing for Local Workers
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.28: Policy 13d: Housing for Local Workers

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	0	+
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	+	0	+
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	++	0	++
12. Equality	++	0	++
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	+	0	+

A. Preferred policy

4.299 A significant positive effect is likely in relation to SA objectives 11 (housing) and 12 (equality) because this preferred policy ensures that homes are available to local workers. Furthermore, the policy states that development will still need to meet requirements of Policy 13a: Housing, Policy 13b:

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Affordable Housing and Policy 13c: Build to Rent. Minor positive effects are expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because having workers located in close proximity to their workplace means that they can use sustainable modes of transport to travel to work (e.g. walking), instead of using the private car. This will help reduce pollution and greenhouse gas emissions.

B. Rely on existing policy

4.300 Neither the Cambridge Local Plan nor the South Cambridgeshire Local Plan has an existing policy specifically on housing for local workers. As such, negligible effects are expected against all SA objectives for this option.

C. Previous Draft Reg. 18 Policy (2020)

4.301 This alternative is expected to have the same effects as the preferred policy for the same reasons, as this option ensures that homes are available to local workers.

Policy 13e: Custom build housing

Policy options

- A. Preferred policy – Policy 13e: Self and custom build housing
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.29: Policy 13e: Custom build housing

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	+	+	+
12. Equality	+	+	+
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.302 A minor positive effect is expected against SA objective 11 (housing) because this preferred policy enables residents to take control of the design of their home so that it specifically meets their needs. As such, a minor positive effect is also expected against SA objective 12 (equality) because certain

groups of people (e.g. those with disabilities) could ensure the internal layout of their properties specifically meets their needs.

B. Rely on existing policy

4.303 Policy H/9 of the South Cambridgeshire Local Plan requires plots for self- and custom-builders on sites of 20 or more dwellings, whereas the Cambridge Local Plan does not make any particular allowance for self- or custom-build or finish. The existing Policy H/9 allows for more flexibility as it is for self- and custom-build plots, whereas the preferred policy is for custom finish of a 'shell' dwelling. However, the preferred policy may appeal to some people more and is also more practical for high density, flatted development. This option is expected to have similar effects to the preferred policy, but with added uncertainty as this only applies to part of NEC. In addition, the preferred policy is likely to be more practical for high density development.

C. Previous Draft Reg. 18 Policy (2020)

4.304 This alternative is expected to have the same effects as the preferred policy for the same reasons, as this option enables residents to take control of the design of their home.

Policy 13f: Short Term/Corporate Lets and Visitor Accommodation

Policy options

- A. Preferred policy – Policy 13f: Short Term/Corporate Lets and Visitor Accommodation

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

B. Alternative option – Status quo: Rely on existing policy

C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.30: Policy 13f: Short Term/Corporate Lets and Visitor Accommodation

SA objective	A	B	C
1. Land, soil and minerals	?	?	?
2. Air quality and pollution	+/	-?	+/
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	?	?	?
7. Greenhouse gas emissions	+/	-?	+/
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	-	0	0
12. Equality	+	0	+
13. Services and facilities	0	0	0
14. Economy	++	0	++
15. Infrastructure	0	-?	0
16. Sustainable travel	++	-?	++

A. Preferred policy

4.305 The preferred policy states that applications for new purpose-built visitor accommodation will be supported provided they minimise the need to travel by private vehicle and promote sustainable modes of transport. A significant positive effect is therefore expected against SA objective 16 (sustainable travel). A significant positive effect is also expected against SA objective 14 (economy) because the development of purpose-built visitor accommodation will help benefit the city's economy. A minor positive effect is expected against SA objective 12 (equality) as the policy states proposals for purpose-built visitor accommodation should be of high-quality with wheelchair accessible rooms and communal spaces which could ensure improved accessibility for all. A mixed minor positive and minor negative effect is expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) because the promotion of sustainable modes of transport would reduce reliance on the private car, however, development of visitor accommodation could attract more people to the area via private car, despite the presence of sustainable transport modes. An uncertain effect is expected against SA objective 6 (landscape and townscape) because the development of visitor accommodation could have an adverse effect on the landscape/townscape in the area but will depend on the final design of the accommodation. An uncertain effect is also expected against SA objective 1 (land, soils and mineral resources) because the development of new purpose-built visitor accommodation could take place on developed or undeveloped land, but this is uncertain.

4.306 Minor negative effects are expected in relation to SA objective 11 (housing) because the conversion of existing residential development into visitor accommodation could hinder the local community's access to housing and increase prices within the area, making housing less affordable.

B. Rely on existing policy

4.307 The existing Local Plans for Cambridge City Council and South Cambridgeshire District Council contain policies for visitor accommodation.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

However, unlike the preferred policy, existing policies do not set out a requirement to meet identified needs. This could result in the provision of accommodation that serves a wider area, which could result in visitors travelling longer distances via the private car, with adverse effects on pollution and greenhouse gas emissions. Therefore, a minor negative uncertain effect is expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). Minor negative uncertain effects are also identified for SA objective 15 (infrastructure), as not including this policy could lead to a growth in AirBnb-type accommodation, which could have adverse effects on community cohesion. An uncertain effect is expected against SA objective 6 (landscape and townscape) because development of visitor accommodation could have an adverse effect on the landscape/townscape in the area. An uncertain effect is also expected against SA objective 1 (land, soils and mineral resources) because the development of visitor accommodation could take place on developed or undeveloped land, but this is uncertain.

C. Previous Draft Reg. 18 Policy (2020)

4.308 This alternative is expected to have the same effects as the preferred policy, with the exception of SA objective 11 (housing) because this option specifically requires that conversion of existing residential units to visitor accommodation does not adversely affect the supply or affordability of local housing.

Policy 14: Social, community and cultural infrastructure

Policy options

- A. Preferred policy – Policy 14: Social, Community and Cultural Infrastructure

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

- B. Alternative option – New development only provides for the needs of new residents, on-site and does not take advantage of opportunities to promote inclusivity and social cohesion with neighbouring communities.
- C. Alternative option – New social and community facilities are provided in less dense format, off-site in neighbouring locations
- D. Alternative option – No restriction on new social, community or sports uses either opening or closing
- E. Alternative option – Secondary school expansion of Cambridge North Academy rather than providing secondary school on site
- F. Alternative option – Status quo: Rely on existing policy
- G. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.31: Policy 14: Social, community and cultural Infrastructure

SA objective	A	B	C	D	E	F	G
1. Land, soil and minerals	0	0	0	0	0	0	0
2. Air quality and pollution	0	0	-	0	-	?	0
3. Water	0	0	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0	0	0
5. Biodiversity	0	0	0	0	0	0	0
6. Landscape and townscape	0	0	0	0	0	0	0
7. Greenhouse gas emissions	0	0	-	0	-	?	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E	F	G
8. Climate change resilience	0	0	0	0	0	0	0
9. Health and wellbeing	++	+	+	++/- -	++	+?	++
10. Open space	+	+	+	+/	+	+?	+
11. Housing	0	0	0	0	0	0	0
12. Equality	++	+	+	++/- -	++	+?	++
13. Services and facilities	++	+	+/	++/- -	++/-	++?	++
14. Economy	0	0	0	0	0	0	0
15. Infrastructure	++	++/-	+	++/- -	++	+?	++
16. Sustainable travel	0	0	-	0	-	?	0

A. Preferred policy

4.309 The preferred policy is likely to have a significant positive effect against SA objectives 12 (equality), 13 (services and facilities) and 15 (infrastructure) because it promotes the development of new community, cultural and leisure facilities that encourage inclusivity and social cohesion. The policy states that proposals should provide high-quality, multi-functional spaces for different ages and abilities that allow for a range of different community uses to take place. This will have a positive effect on people's health and wellbeing and therefore a significant positive effect is recorded against SA objective 9 (health and wellbeing). Furthermore, the policy states that these facilities should not impact residential amenity. The policy also encourages co-location of social facilities and identifies a need for 2 primary schools (plus one safeguarded at Greenway Local centre if needed to meet future needs), visual and performing arts hub, library and community centre, community garden and food growing spaces, health hub and formal outdoor sports courts and five court Indoor Sports Hall. A

minor positive effect is expected against SA objective 10 (open space) because although the policy does not specifically state that publicly accessible open spaces will be provided, outdoor formal sports may be provided as part of the development of a leisure facility or similar. Furthermore, the policy safeguards existing sports facilities on site, including a 3G Astro turf pitch.

B. New development only provides for the needs of new residents, on-site and does not take advantage of opportunities to promote inclusivity and social cohesion with neighbouring communities.

4.310 Minor positive effects are expected in relation to SA objectives 9 (health and wellbeing), 12 (equality), 13 (services and facilities) and 15 (infrastructure) because this option provides for the needs of new residents, at the same time as encouraging relations between groups of new people moving into an area. It is noted, however, that it would not take advantage of opportunities to promote relations with neighbouring and possibly existing communities.

4.311 A minor positive effect is expected against SA objective 10 (open space) because it is assumed that new development would include the provision of open space. Furthermore, this alternative would still safeguard existing sports facilities on site, including a 3G Astro turf pitch.

C. New social and community facilities are provided in less dense format, off-site in neighbouring locations

4.312 Minor positive effects are expected in relation to SA objectives 9 (health and wellbeing), 10 (open space), 12 (equality), 13 (services and facilities) and 15 (infrastructure) because this option makes provision for community facilities and services. However, due to the fact these spaces will be located off-site in neighbouring locations means that they may not be as easily accessible.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Therefore, a minor negative effect is also recorded against SA objective 13 (services and facilities).

4.313 A minor negative effect is recorded against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because people may be more likely to drive to neighbouring areas in order to access community services and facilities, instead of using more sustainable methods of travel. This could have an adverse effect on air quality whilst also generating greenhouse gas emissions.

D. No restriction on new social, community or sports uses either opening or closing.

4.314 Mixed significant positive and significant negative effects are expected against SA objectives 9 (health and wellbeing), 13 (services and facilities) and 15 (infrastructure) because this option could result in an increase in the presence of community facilities and accessibility to them, which would benefit people's health and wellbeing. However, this option could also result in the closure of community services and facilities with adverse effects on community cohesion.

4.315 A mixed minor positive and minor negative effect is expected in relation to SA objective 10 (open space) because this option could result in an increase in open spaces, as well as a decrease through closures.

E. Secondary school expansion of Cambridge North Academy rather than providing secondary school on site.

4.316 This option is expected to have the same effects as the preferred policy with the exception of SA objectives 1 (land, soils and mineral resources), 7 (greenhouse gas emissions), 13 (services and facilities) and 16 (sustainable travel). A significant negative effect is expected against SA objective 13 (services and facilities) because although the expansion of Cambridge North

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Academy would help meet residents' educational needs, its location is less accessible than a new secondary school within the AAP site, being 30 minutes' walk or 10 minutes cycle from NEC. This lack of accessibility could result in a minor negative effect against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because residents may be required to travel longer distances via the private car, which could have an adverse effect on air quality whilst also generating greenhouse gas emissions. It should be noted that 8,350 net additional dwellings would normally be expected to require secondary school provision either on site, or close to the site, but it is noted that the Education topic paper indicates that presently, development at NEC is not projected to generate sufficient numbers of pupils to warrant the need for a secondary school on-site, subject to monitoring.

F. Rely on existing policy

4.317 Both the Cambridge Local Plan and South Cambridgeshire Local Plan include policies to help deliver community infrastructure, although these differ between the two plans. Policy TI/9 of the South Cambridge Local Plan and Policy 74 of the Cambridge Local Plan seek to ensure local education services are provided, particularly in areas of population growth, but in the absence of the preferred policy it is less certain these would be provided on the site. The existing Local Plans also require adequate provision of open space, health facilities and community facilities. However, they are less strong in protecting existing facilities. In addition, as with education facilities, without the preferred policy there would be greater uncertainty as to whether these would be provided within the site itself. As such, minor positive uncertain effects are expected for SA objectives 9 (health and wellbeing), 10 (open space), 12 (equality) and 15 (infrastructure) and significant positive uncertain effects are expected for SA objective 13 (services and facilities). Uncertain effects are recorded against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as it is not known whether residents and workers would have to travel further to access these facilities.

G. Previous Draft Reg. 18 Policy (2020) which included all previous community and cultural facility requirements

4.318 This option is expected to have the same effects as the preferred option. Although Option G also includes safeguarded land for a secondary school, potential nursery facilities and potential swimming pool provision, further evidence has shown that facilities to be provided under Option A are adequate to serve the site.

Policy 15: Shops and Local Services

Policy options

- A. Preferred policy – Policy 15: Shops and Local Services
- B. Alternative option - No restriction on the proportion of each centre, in terms of convenience, comparison and other centre uses.
- C. Alternative option - No minimum requirement for E(a) convenience food store use.
- D. Alternative option - No retail impact assessment requirement for any retail developments outside an NEC centre.
- E. Alternative option – Status quo: Rely on existing policy
- F. Alternative option – Previous Draft Reg. 18 Policy (2020)

4.319 Note that the SA of the Draft AAP also included an option for ‘Allow a large (>800 sqm net), single convenience food store in the proposed District centre which may require ancillary car parking’. However, this has now been

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

superseded by the preferred option, which includes a single supermarket (up to 1,200 sqm net).

Table 4.32: Policy 15: Shops and Local Services

SA objective	A	B	C	D	E	F
1. Land, soil and minerals	0	0	0	0	0	0
2. Air quality and pollution	+	-?	-?	+?	+/?	+
3. Water	0	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0	0
5. Biodiversity	0	0	0	0	0	0
6. Landscape and townscape	+	+	+	+	0	+
7. Greenhouse gas emissions	+	-?	-?	+?	+/?	+
8. Climate change resilience	0	0	0	0	0	0
9. Health and wellbeing	+	-?	+	+	-?	+
10. Open space	0	0	0	0	0	0
11. Housing	0	0	0	0	0	0
12. Equality	0	0	0	0	0	0
13. Services and facilities	++	+?	+?	+++	+?	++
14. Economy	++	++	++	+++	0	++
15. Infrastructure	+	+	+	+	0	+
16. Sustainable travel	+	-?	-?	+?	+/?	+

A. Preferred policy

4.320 The preferred policy is likely to have a significant positive effect against SA objective 14 (economy) because it sets out and protects the hierarchy of centres and retail capacity, supporting the vitality and viability of North East Cambridge District Centre. A significant positive effect is also expected against SA objective 13 (services and facilities) because the policy indicates the capacity of each centre to support convenience, comparison and other town centre uses, and encourages this provision. The policy also identifies private social and healthcare related facilities as a suitable ground floor use in centres.

4.321 A minor positive effect is expected against SA objective 6 (landscape and townscape) because the preferred policy states that all units should complement the retail function and character of the centre. This will have positive effects on the townscape.

4.322 A minor positive effect is also expected against SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel) because the policy states that no single proposal, regardless of use, should be permitted that is large enough to generate a need for a car park. Therefore, use of the private car to these centres will be discouraged.

4.323 Additionally, the policy states that development will be supported provided it does not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking. Minor positive effects are expected for SA objectives 9 (health and wellbeing) and 15 (infrastructure), as the policy restricts development of hot food takeaways and betting shops in Local Centres, and these developments will only be permitted where it is demonstrated that these uses are not becoming the dominant use in the centre, because these uses can have negative effects on physical and mental health if individuals become dependent on these. However, they also support investment in local communities by providing key services and facilities.

B. No restriction on the proportion of each centre, in terms of convenience, comparison and other centre uses

4.324 This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

4.325 Potential minor negative uncertain effects are expected with regards to SA objective 9 (health and wellbeing), as no restrictions on use types could lead to an over-concentration of hot food takeaways and betting shops. Reliance on these is associated with poor mental and physical health, as well as anti-social behaviour.

4.326 Minor positive uncertain effects are expected for SA objectives 13 (services and facilities) and minor negative uncertain effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as this option may lead to less variety in services and facilities in the centres, which would mean that residents may have to travel further to meet their day to day needs, and may do so by car.

C. No minimum requirement for E(a) convenience food store use

4.327 This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

4.328 Minor positive uncertain effects are expected for SA objective 13 (services and facilities) and minor negative uncertain effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as this option may lead to the possibility of no food shopping provision in the centres, which would mean that residents would have to travel further to meet their day to day needs and may do so by car.

D. No retail impact assessment requirement for any retail developments outside an NEC centre

4.329 This option is expected to have similar effects to the preferred policy (A), with the exception of the following.

4.330 Significant positive uncertain effects are expected in relation to SA objectives 13 (services and facilities) and 14 (economy) as, whilst the positive effects identified for the preferred policy remain, not requiring an impact assessment could result in retail provision outside of centres out-competing provision within centres. This could then lead to less occupancy of retail units in centres, resulting in less variety of local retail and less viable local centres. Similarly, minor positive uncertain effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as retail uses outside of centres could draw people away from these and encourage them to travel further for their shopping needs. Furthermore, local centres are likely to be places that will be well served by sustainable transport infrastructure.

E. Rely on existing policy

4.331 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan allocate NEC for mixed uses, including retail, and both Local Plan have policies regarding providing supporting infrastructure and services and facilities for development, but there are no policies that go into detail about the quantum and location of development in NEC.

4.332 This option is expected to result in minor positive effects for SA objective 13, as some retail development would likely come forward. However, mixed minor positive and minor negative uncertain effects are expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as it would result in an ad-hoc approach to centre provision, which may result in over- or under-provision of certain uses in town centres. It could also lead to the development of larger shops, including those with

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

ancillary car parks, which could draw people from further afield and thus encourage car use. Minor negative uncertain effects are recorded for SA objective 9 (health and wellbeing), as a lack of restrictions on hot food takeaways and betting shops could result in over-concentration of these uses and associated negative impacts on health.

F. Previous Draft Reg. 18 Policy (2020)

4.333 This alternative is expected to have the same effects as the preferred policy, for the same reasons, because this option also sets out and protects the hierarchy of centres and retail capacity, supporting the vitality and viability of North East Cambridge.

AAP Chapter 5 – Connectivity

Policy 16: Sustainable Connectivity

Policy options

- A. Preferred policy – Policy 16: Sustainable Connectivity
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Even higher sustainable mode share
- D. Alternative option – Different mode share targets
- E. Alternative option – Car free development

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

F. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.33: Policy 16: Sustainable Connectivity

SA objective	A	B	C	D	E	F
1. Land, soil and minerals	0	0	0	0	0	0
2. Air quality and pollution	+	+/	++	?	++	+
3. Water	0	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0	0
5. Biodiversity	+	0	+	?	+	+
6. Landscape and townscape	+	0	+	?	+	+
7. Greenhouse gas emissions	++	+/	++	?	++	++
8. Climate change resilience	0	0	0	0	0	0
9. Health and wellbeing	++	+	++	?	++	++
10. Open space	0	0	0	0	0	0
11. Housing	0	0	0	0	0	0
12. Equality	+	+	+	?	+	+
13. Services and facilities	+	+	+	?	+	+
14. Economy	+	+	+	?	+	+
15. Infrastructure	+	+	+	?	+	+
16. Sustainable travel	++	+/	++	?	++	++

A. Preferred policy

4.334 Significant positive effects are expected in relation to SA objectives 7 (greenhouse gas emissions), 9 (health and wellbeing) and 16 (sustainable travel) as this policy requires new development to facilitate active travel and sustainable transport modes throughout the site area. It aims to design the area around the principles of walkable neighbourhoods, fully accessible to everyone, and healthy towns to reduce the need to travel and encourage active sustainable travel thereby reducing greenhouse gas emissions. Therefore, this policy promotes good health and more sustainable travel choices and encourages healthy lifestyles through the inclusion of pedestrianised areas, comprehensive network of links and connections, integration with the green and open space network, introduction of car free neighbourhoods and other travel options at mobility hubs. Improving links and utilising green links to the wider country and Rights of Way network encourages the immersion of the public with the countryside which also improves health and wellbeing. Minor positive effects are also expected against SA objective 5 (biodiversity) as the integration of the sustainable transport network with the green and open space network is likely to improve accessibility for people to enjoy the local wildlife and may help develop biodiversity corridors.

4.335 Minor positive effects are also expected against SA objectives 13 (services and facilities) and 15 (infrastructure) as improving the integration and connectivity within the site, to the adjoining built up area within north Cambridge, as well as links to Cambridge city centre, employment areas, nearby villages and the wider countryside and Rights of Way network, increases and improves accessibility for those in the area to access employment options and services and facilities (e.g. health, education, training and leisure) more readily.

4.336 Minor positive effects are expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 12 (equality) and 14 (economy) as this policy aims to encourage active sustainable travel and reduce the need to travel. This would reduce air pollution and improve inequalities in the area based on location or income and competitiveness, vitality and adaptability of the

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

local economy. This policy would help many access additional services and jobs through the improved connectivity within the site, adjoining areas, city centre and countryside. Additionally, less traffic within the area could improve the public realm and townscape.

B. Rely on existing policy

4.337 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan state that development at NEC should be centred around a new transport interchange and should ensure high quality access linkages, including for pedestrians and cyclists. Policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59, 80 and 81 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. However, existing policies do not place the same emphasis on walkable neighbourhoods and healthy towns, as well as recognising the importance of leisure routes, mobility as a service and micro-mobility. As such, effects are expected to be similar to the preferred option but no significant positive effects are considered likely. In addition, mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as measures in existing local plans place limited emphasis on reducing the need to travel, therefore a greater level of vehicle use is expected.

C. Even Higher Sustainable Mode Share

4.338 Alternative option C is expected to have similar effects to the preferred policy, however, is expected to have additional significant positive effects against SA objective 2 (air quality and pollution). This is because an even higher sustainable mode share across the NEC area could improve air quality to a higher extent. Compared to the preferred policy, this alternative option would provide more significant positive effects.

D. Different Mode Share Targets

4.339 Alternative option D is expected to have an uncertain effect on almost all the SA objectives, as the option does not clarify how the mode share targets will be different and which modes are considered

E. Car Free Development

4.340 This option is expected to have the same effects as option C as a car free development is similar to an even higher sustainable mode share.

F. Previous Draft Reg. 18 Policy (2020)

4.341 This option is expected to have the same effects as the preferred policy as both aim to design the area around the principles of walkable neighbourhoods and healthy towns to reduce the need to travel and encourage active sustainable travel thereby reducing greenhouse gas emissions.

Policy 17: Connecting to the Wider Network

Policy options

- A. Preferred policy – Policy 17: Connecting to the Wider Network
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Address some or all barriers and/or with a different solution
- D. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.34: Policy 17: Connecting to the Wider Network

SA objective	A	B	C	D
1. Land, soil and minerals	+	0	+	+
2. Air quality and pollution	+	0	+	+
3. Water	0	0	0	0
4. Protect species and habitats	0	0	0	0
5. Biodiversity	+	0	+	+
6. Landscape and townscape	+	0	+	+
7. Greenhouse gas emissions	++	+	++	++
8. Climate change resilience	0	0	0	0
9. Health and wellbeing	+	-?	+	+
10. Open space	0	0	0	0
11. Housing	0	0	0	0
12. Equality	+	-?	+	+
13. Services and facilities	+	0	+	+
14. Economy	+	0	+	+
15. Infrastructure	+	0	+	+
16. Sustainable travel	++	+	++	++

A. Preferred policy

4.342 Significant positive effects are expected in relation to SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel) as this policy aims to improve the wider connectivity between NEC with adjoining areas including the City Centre, nearby villages, employment and residential areas, and open

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

spaces within the wider countryside and Rights of Way network. In addition, developers will be required to contribute to new and improved existing connections for non-motorised users (pedestrians and cyclists) across: A14, Cambridgeshire Guided Busway, Cambridge to King's Lynn Railway line and Milton Road. There is an overall emphasis on improving connections for non-motorised users. Therefore, this policy promotes more sustainable travel choices and ensures that these routes will be fully integrated with the existing network and reduces greenhouse gas emissions.

4.343 Minor positive effects are identified for SA objective 9 (health and wellbeing), as the policy encourages healthy lifestyles, as well as improved road safety, through the incorporation of increased capacity to accommodate existing and future user demands for pedestrians, cyclists of all abilities, bearing in mind the low car mode share.

4.344 This policy is expected to have a minor positive effect on SA objective 2 (air quality and pollution) as it aims to improve air quality around the AAP, including along the A14. This policy sets out proposals for the improvement of links to and from the Jane Coston Bridge over the A14 and for a new busway and strategic cycle path from Landbeach and Waterbeach via Mere Way.

4.345 Minor positive effects are expected against SA objectives 13 (services and facilities) and 15 (infrastructure) as improving the wider connectivity between NEC with adjoining areas, the City Centre, nearby villages, employment and residential areas and the wider countryside and Rights of Way network and developers will be required to contribute to new and improve existing connections for non-motorised users all of which increases and improves accessibility for those in the area to access employment options and services and facilities (e.g. health, education, training and leisure) more readily.

4.346 Minor positive effects are also expected against SA objectives 1 (land, soils and mineral resources), 6 (landscape and townscape), 12 (equality) and 14 (economy) as this policy could improve inequalities in the area based on location or income and competitiveness, vitality and adaptability of the local economy since this policy would help many access additional services and jobs

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

through the improved wider connectivity with adjoining areas, city centre and countryside. In addition, each area where new and improved existing connections for non-motorised users are expected utilise land that is previously developed and will therefore not affect mineral resources. The policy also states that new structures must be designed to a high-quality having regard for their surroundings which could have positive implications for the local townscape and landscape.

4.347 Minor positive effects with uncertainty are expected against SA objective 5 (biodiversity) as the policy states new structure should consider potential connectivity for biodiversity, and maximising connectivity could include improvements to greenways and access to open spaces which could have positive implications for local wildlife.

B. Rely on existing policy

4.348 Existing Local Plan policies relating to transport and travel, including Cambridge Local Plan policies 5, 80 and 81, and South Cambridgeshire policies HQ/1 and TI/2 promote a joined up transport network, including in terms of sustainable transport, but do not include the detail that the preferred policy includes with regards to crossing busy roads, the guided busway and the railway line. As such, they also do not consider potential for these to incorporate features such as biodiversity enhancements or accessibility for cyclists and wheelchair users. As such, mixed minor positive uncertain effects are expected against the SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel) as this approach would likely provide some level of connectivity to the wider network. However, this option may not fully meet the need for new and improved connections for non-motorised users across the area and neighbouring areas. Therefore, minor negative uncertain effects are expected with regards to SA objectives 9 (health and wellbeing) and 12 (equality).

C. Address some or all barriers and/or with a different solution

4.349 Alternative option C is expected to have the same effects as the preferred policy, as both aim to address some or all the barriers hindering wider connectivity; Alternative option 2 would provide a different solution, but the outcome would be the same.

D. Previous Draft Reg. 18 Policy (2020)

4.350 This option is expected to have the same effects as the preferred policy, as both aim to improve the wider connectivity between NEC and adjoining areas, and open spaces within the wider countryside and PROW network, which will reduce the need to travel and encourage active sustainable travel thereby reducing greenhouse gas emissions.

Policy 18: Cycle and Micro Mobility Parking

Policy options

- A. Preferred policy – Policy 18: Cycle and Micro-mobility Parking
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.35: Policy 18: Cycle and Micro Mobility Parking

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	+	+
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	+	+	+
7. Greenhouse gas emissions	+	+	+
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	+	+
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	+	?	+
13. Services and facilities	+	+	+
14. Economy	+	+	+
15. Infrastructure	+	+	+
16. Sustainable travel	++	++	++

A. Preferred policy

4.351 Significant positive effects are expected against SA objective and 16 (sustainable travel) as the policy aims to provide cycle parking infrastructure in excess of the minimum standards and in a manner that is convenient to both new and adjacent residential and business communities, flexible, safe, secure

and integral to the public realm and thereby indirectly encourages the increased use of active modes of travel.

4.352 Minor positive effects are expected against SA objectives 13 (services and facilities) and 15 (infrastructure) as this policy could improve access to employment options and services and facilities (e.g. health, education, training and leisure) by providing much needed cycle infrastructure. Additionally, cycle parking should be provided at key locations (transport hubs and public spaces and facilities) around the AAP area.

4.353 Minor positive effects are expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality) and 14 (economy) as additional cycle parking within the area could encourage increased use of cycling as the primary mode of transport which would improve air quality and reduce greenhouse gas emissions, vulnerability to climate change and inequalities through increased use of alternative modes of transport and improve health and wellbeing and the local economy, by enabling sustainable access to services and employment. It is included within the policy that at least 5-10% of cycling parking provision should be designed to accommodate non-standard cycles which would enable those with specially adapted bikes to travel by bike. In addition, the policy states that cycle parking infrastructure must be provided in a manner that is integral to the public realm thereby improving the townscape.

B. Rely on existing policy

4.354 In the absence of the preferred policy, Appendix L of the Cambridge Local Plan and Figure 11 of the South Cambridgeshire Local Plan sets out cycle parking standards that would apply to the area. This would lead to a substantial amount of cycle parking (albeit lower than the preferred policy) and the Cambridge Local Plan requires 20% provision to be for non-standard cycles, whereas the South Cambridgeshire Local Plan does not specify. Cycle parking infrastructure would still need to be provided in line with Policy HQ/1 of the South Cambridgeshire Local Plan and Policy 59 of the Cambridge Local Plan, as stated in the policy. As such, effects of this option are likely to be similar to

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

the preferred option, but with uncertainty for SA objective 12 (equality) as the approach to provision for non-standard cycles may vary across the site.

C. Previous Draft Reg. 18 Policy (2020)

4.355 This option is expected to have the same effects as the preferred policy as both aim to provide cycle parking infrastructure in excess of the minimum standards and in a manner that is convenient to both new and adjacent residential and business communities; flexible safe, secure and integral to the public realm; and thereby encourages the increased use of active modes of travel.

Policy 19: Safeguarding for Public Transport

Policy options

- A. A. Preferred policy – Policy 19: Safeguarding for Public Transport
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.36: Policy 19: Safeguarding for Public Transport

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	+	+	+
3. Water	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	+	0	+
7. Greenhouse gas emissions	+	+?	+
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	+?	+
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	+	+?	+
13. Services and facilities	+	+	+
14. Economy	+	+?	+
15. Infrastructure	++	+	++
16. Sustainable travel	++	+	++

A. Preferred policy

4.356 Significant positive effects are expected against SA objectives 15 (infrastructure) and 16 (sustainable travel) as the policy aims to create an integrated sustainable transport network within North East Cambridge that includes a quality transport interchange and mobility hubs. The interchange aims to seamlessly link two rapid transit routes from St Ives route and the proposed Waterbeach route, as well as services into the city centre and other destinations across the wider area. It will link to the railway network. Also, site-wide master plans are required to incorporate mobility hubs which should be provided on key public transport, walking and cycling routes, main arrival points into NEC as well as within the identified centres, across the site to enable interchange between public transport and other mobility options within the site.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

Therefore, this policy aims to reconfigure the public transport and cycling and walking paths to provide improved travel options which supports investment in the community and other infrastructure and promoting more sustainable travel choices.

4.357 Minor positive effects are expected against SA objectives 2 (air quality and pollution), 6 (landscape and townscape), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality), 13 (services and facilities) and 14 (economy) as safeguarding public transport helps to minimise air pollution, reduce the effects of climate change help to minimise greenhouse gas emissions, reduce inequalities and improve access to employment options and services and facilities by improving access to and quality of public transport. The policy also aims to design the public realm to enable seamless interface between different options at the mobility hubs thereby enhancing the local townscape.

B. Rely on existing policy

4.358 Policy TI/1 of the South Cambridgeshire Local Plan safeguards land at Chesterton Sidings for development of a rail station and interchange facility but does not give further details of the development to come forward at this site. Both the Local Plans include policies that promote sustainable transport. As such, similar effects are expected to the preferred policy, but with greater uncertainty and no significant positive effects, as this option is unlikely to result an interlinked, multi-modal transport hub, particularly of the scale and variety set out in the preferred policy.

C. Previous Draft Reg. 18 Policy (2020)

4.359 This option is expected to have the same effects as the preferred policy, however the positive effects expected against SA objectives 15 (infrastructure) and 16 (sustainable travel) are intensified since this option aims to create an integrated sustainable transport network which includes the Cambridge Autonomous Metro (CAM), quality transport interchange and mobility hubs (note

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

that, at the time of preparing and assessing the Draft AAP, the CAM was expected to come forward, but this is no longer the case). The interchange aims to seamlessly link three rapid transit routes from the central core, the St Ives route and the proposed Waterbeach route and link to the railway network, providing more public transport routes than the preferred policy.

Policy 20: Last Mile Deliveries

Policy options

- A. Preferred policy – Policy 20: Last Mile Deliveries
- B. Alternative option – Only one consolidation hub
- C. Alternative option – No consolidation hubs
- D. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.37: Policy 20 Last Mile Deliveries

SA objective	A	B	C	D
1. Land, soil and minerals	0	0	0	0
2. Air quality and pollution	++	+	-	++
3. Water	0	0	0	0
4. Protect species and habitats	0	0	0	0
5. Biodiversity	0	0	0	0
6. Landscape and townscape	0	0	0	0
7. Greenhouse gas emissions	++	+	-	++

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D
8. Climate change resilience	0	0	0	0
9. Health and wellbeing	0	0	0	0
10. Open space	0	0	0	0
11. Housing	0	0	0	0
12. Equality	0	0	0	0
13. Services and facilities	0	0	0	0
14. Economy	+	+	0	+
15. Infrastructure	+	+	0	+
16. Sustainable travel	+	+	0	+

A. Preferred policy

4.360 Significant positive effects are expected in relation to SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) as the policy states that development proposals must make provision for a delivery hub of up to 1,500sqm to enable the consolidation of deliveries to service the needs of local businesses, retailers, community uses and residents. Therefore, this policy could improve air quality and reduce greenhouse gas emissions throughout the AAP area as the 'last-mile' delivery will be provided by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles and for bulkier items using electric vehicles.

4.361 Minor positive effects are expected in relation to SA objectives 14 (economy), 15 (infrastructure) and 16 (sustainable travel) as delivery and consolidation hubs are likely to reduce greenhouse gas emissions, improve the local economy through innovative and flexible solutions and support appropriate investment in the community and other infrastructure.

B. Only One Consolidation Hub

4.362 Alternative B is expected to have very similar effects to the preferred policy, however as this option only proposes one consolidation hub rather than multiple, no significant positive effects have been identified.

C. No Consolidation Hubs

4.363 Alternative C represents a ‘do nothing’ approach as it would not provide any consolidation hubs for deliveries. Minor negative effects are expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) as this option would provide no consolidation hubs compared to the preferred policy. This could have negative implications for air quality and minimising effects on climate change since last mile deliveries are more likely to be undertaken by less sustainable modes of transport, and by a larger number of vehicles, which could exacerbate congestion in NEC.

D. Previous Draft Reg. 18 Policy (2020)

4.364 This option is expected to have the same effects as the preferred policy as both state that the Councils expect development proposals to make provision for a delivery hub to enable the consolidation of deliveries to service the needs of local businesses, retailers, community uses and residents, thereby improving air quality and reducing greenhouse gas emissions.

Policy 21: Street Hierarchy

Policy options

A. Preferred policy – Policy 21: Street Hierarchy

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Locate primary traffic route around the periphery of NEC with priority to walking and cycling
- D. Alternative option – Restrict all non-essential traffic from the site
- E. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.38: Policy 21: Street Hierarchy

SA objective	A	B	C	D	E
1. Land, soil and minerals	0	0	0	0	0
2. Air quality and pollution	++	+/	++	++	++
3. Water	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0
5. Biodiversity	0	0	0	0	0
6. Landscape and townscape	+	0	+	+	+
7. Greenhouse gas emissions	++	+/	++	++	++
8. Climate change resilience	0	0	0	0	0
9. Health and wellbeing	+	+	+	+	+
10. Open space	0	0	0	0	0
11. Housing	0	0	0	0	0
12. Equality	+	+	+	?	+
13. Services and facilities	+	+	+	+	+
14. Economy	+	+	++?	++?	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D	E
15. Infrastructure	0	0	0	0	0
16. Sustainable travel	++	+/	++	++	++

A. Preferred policy

4.365 Significant positive effects are expected against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) as the policy aims to design streets around the street hierarchy with priority given to active, public and community transport. Therefore, this policy could minimise air quality throughout the AAP area and minimise greenhouse gas emissions by designing roads to be made for pedestrians, cyclists, and public transport.

4.366 Significant positive effects are also expected against SA objective 16 (sustainable travel) as the policy aims to design the NEC in accordance with the street hierarchy thereby including high quality segregated paths and cycle paths for all non-vehicular users, including micro mobility, which will help improve road safety and the attractiveness of active modes of transport. In addition, the policy states that consideration should be given to the incorporation of car-free zones, particularly near centres of activity and mobility hubs.

4.367 Minor positive effects are expected against SA objectives 6 (landscape and townscape), 9 (health and wellbeing), 13 (services and facilities) and 14 (economy) as prioritising active, public and community modes of travel will improve health and wellbeing and improve the public realm through designing streets for people and around the street hierarchy and ensuring low traffic speeds. In addition, the policy will allow for improved adaptability and accessibility of local employment opportunities and services and facilities. Minor positive effects are also expected for SA objective 12 (equality), because the policy states that secondary streets will provide access for people with mobility issues.

B. Status quo: Rely on existing policy

4.368 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan state that development at NEC should ensure high quality access linkages, including for pedestrians and cyclists. Policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59, 80 and 81 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport. However, existing policies do not place the same emphasis on prioritising walking and cycling and the user hierarchy. As such, effects are expected to be similar to the preferred option but no significant positive effects are considered likely. In addition, mixed minor positive and minor negative effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as measures in existing local plans place limited emphasis on reducing the need to travel, therefore a greater level of vehicle use is expected.

C. Locate primary traffic route around the periphery of NEC with priority to walking and cycling

4.369 Alternative C is expected to have similar effects as the preferred policy as it aims to locate the primary traffic route around the periphery of NEC with priority to walking and cycling within the heart of NEC, rather than including primary roads within the NEC. It is assumed there would be no difference in secondary streets from the preferred policy. However, it is likely that this option will have additional positive effects on the public realm and promotion of more sustainable active modes of transport as limiting the traffic route to the periphery of NEC would reduce traffic congestion and improve road safety for all road users. This option results in added uncertainty for SA objective 14 (economy), as this could disrupt deliveries to businesses within NEC.

D. Restrict all non-essential traffic from the site

4.370 Alternative D aims to restrict all non-essential traffic from the site, making it car free, utilising centralised refuse collection and consolidation hubs. While this option is expected to have similar effects against the SA objectives as the preferred policy, it is likely that this option will have a longer lasting positive effect by determining that the site is car free. Effects for SA objective 12 (equality) are uncertain for this option as it is uncertain whether access for those with mobility needs would be considered 'essential'. Similarly, this option results in added uncertainty for SA objective 14 (economy), as this could disrupt deliveries to businesses within NEC.

E. Previous Draft Reg. 18 Policy (2020)

4.371 This option is expected to have the same effects as the preferred policy as both aim to design streets around the street hierarchy with priority given to active sustainable modes of travel, thereby improving air quality and reducing greenhouse gas emissions.

Policy 22: Managing motorised vehicles

Policy options

- A. Preferred policy – Policy 22: Managing Motorised Vehicles
- B. Alternative option – Status quo: Rely on existing policy
- C. Alternative option – Introduce a vehicular trip budget but no parking restraint
- D. Alternative option – Introduce parking budget but no trip budgets

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

E. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.39: Policy 22: Managing Motorised Vehicles

SA objective	A	B	C	D	E
1. Land, soil and minerals	0	0	0	0	0
2. Air quality and pollution	++/-	+/?	+/?	+/?	++/-
3. Water	0	0	0	0	0
4. Protect species and habitats	0	0	0	0	0
5. Biodiversity	0	0	0	0	0
6. Landscape and townscape	+	0	0?	+	+
7. Greenhouse gas emissions	++/-	+/?	+/?	+/	++/-
8. Climate change resilience	0	0	0	0	0
9. Health and wellbeing	0	0	0	0	0
10. Open space	0	0	0	0	0
11. Housing	0	0	0	0	0
12. Equality	0	0	0	0	0
13. Services and facilities	0	0	0	0	0
14. Economy	-	0	-	-	-
15. Infrastructure	0	0	0	0	0
16. Sustainable travel	++/-	+/?	+/?	+/	++/-

A. Preferred policy

4.372 The preferred approach seeks to deliver NEC in a way that does not result in peak-period highway trip levels increasing above existing levels, which requires the introduction of a 'maximum vehicular trip budget' for development proposals, and limits to parking provision. No significant effects are expected for this policy; however mixed significant positive and minor negative effects are expected in relation to SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). This is due to the fact that consideration should be given to the design and location of parking provision to create a place that positively encourages walking and cycling instead of car use for short trips. The minor negative effects arise as, whilst this policy seeks to add substantial management of traffic flows in and out of NEC, the maximum vehicular trip budget and parking allowances still allow for a large amount of vehicle traffic overall within NEC. Additionally, the policy requires that a monitoring strategy for the trip budget and car parking should be agreed between the landowners and the highway and planning authorities, and that the monitoring requirements should be secured through appropriate planning obligations.

4.373 A minor positive effect is expected in relation to SA objectives 6 (landscape and townscape), as planning positively and restricting the amount of vehicle trip generation will improve the public realm by reducing street parking. Minor negative effects are expected for SA objective 14 (economy) as restricting the amount of vehicle trip generation could adversely affect the local economy in the short term, as it is unlikely that improved public and active transport infrastructure will be provided at the same time as residential and economic development.

B. Rely on existing policy

4.374 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan state that development at NEC should ensure high quality access linkages, including for pedestrians and cyclists. Policies HQ/1

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

and TI/2 of the South Cambridgeshire Local Plan, and policies 5, 59, 80 and 81 of the Cambridge Local Plan promote travel by sustainable transport, including walking and cycling and promote a shift away from car-based transport.

However, existing policies do not include a trip budget or parking restrictions for NEC. As such, this option is likely to have similar effects to Option C, but with no effects expected for SA objective 14 (economy).

C. Introduce a vehicular trip budget but no parking restraint

4.375 It may be that this option would mean it is more likely that the trip budget will not be adhered to, and could lead to more parking and therefore more vehicle movements within the site than the preferred policy, therefore mixed minor positive and minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel). Negligible uncertain effects are recorded for SA objective 6 (landscape and townscape), as this alternative would be unlikely to improve the townscape due to less on-street parking.

D. Introduce a parking budget but no trip budgets

4.376 Alternative D aims to introduce a parking budget but no trip budgets, therefore it is expected to have similar effects to alternative option C, as the trip budget and parking restraint are linked. Whilst parking would be restricted, it may be that this option would mean more vehicle movements to and from the site would take place, therefore mixed minor positive and minor negative uncertain effects are expected for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel).

E. Previous Draft Reg. 18 Policy (2020)

4.377 This option is expected to have the same effects as the preferred policy as both aim to introduce a 'maximum vehicular trip budget' for development

proposals which could limit the amount of private vehicles in the area, thereby helping to improve air quality and reducing greenhouse gas emissions.

AAP Chapter 6 – Development Process

Policy 23: Comprehensive and Coordinated Development

Policy options

- A. Preferred policy – Policy 23: Comprehensive and Coordinated Development
- B. Alternative option – Previous Draft Reg 18 Policy (2020)

Table 4.40: Policy 23: Comprehensive and Coordinated Development

SA objective	A	B
1. Land, soil and minerals	0	0
2. Air quality and pollution	+	+
3. Water	0?	0?
4. Protect species and habitats	0?	0?
5. Biodiversity	+	+
6. Landscape and townscape	+	+
7. Greenhouse gas emissions	+	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B
8. Climate change resilience	+	+
9. Health and wellbeing	++	+
10. Open space	++	++
11. Housing	0	0
12. Equality	+?	0
13. Services and facilities	+?	0
14. Economy	0	0
15. Infrastructure	+	+
16. Sustainable travel	+	+

A. Preferred policy

4.378 Significant positive effects are expected in relation to SA objectives 9 (health and wellbeing) and 10 (open space), whilst minor positive effects are expected in relation to SA objective 5 (biodiversity). This is because the policy requires provision of new open space, which is expected to encourage outdoor recreation and may help increase biodiversity and provide an opportunity for people to connect with nature. The policy also encourages biodiversity net gain, which would become a part of the wider green infrastructure network. According to the policy, proposals must demonstrate how health and wellbeing impacts have been fully considered and accommodated through design of development and evidenced through the submission of a Health Impact Assessment.

4.379 The policy supports the delivery of a new community, requiring proposals to demonstrate how early residents will be supported through community development. This may include provision of community facilities and therefore minor positive effects with uncertainty are expected in relation to SA objective 13 (services and facilities). Minor positive uncertain effects are also expected in relation to SA objective 12 (equality) because community facilities provide a

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

space for interaction between different groups of people, which could contribute towards community cohesion and therefore support the new community.

4.380 Minor positive effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as the policy requires proposals to demonstrate how they will achieve modal shift and manage vehicle numbers. In addition, the policy encourages public transport and active travel connections. Minor positive effects are also expected for SA objective 6 (landscape and townscape), as the policy requires proposals to be landscape- and design-led, and to contribute to creation of place and to integrate with the character of the surrounding area. Minor positive effects are identified for SA objective 8 (climate change resilience) as the policy requires masterplans to 'respond to the impacts of climate change' but does not detail what this should include. Minor positive effects are expected for SA objective 15 (infrastructure), as the policy requires masterplans to set aside land for infrastructure provision and connect and contribute to communications grids.

4.381 Negligible uncertain effects are recorded for SA objectives 3 (water) and 4 (protected habitats and species), as the policy refers to successfully mitigating 'environmental constraints' but does not set out what these are or what mitigation would be considered appropriate.

B. Previous Draft Reg 18 Policy (2020)

4.382 Significant positive effects are expected with regards to SA objectives 10 (open space) as this option requires provision of new open space. Minor positive effects are recorded for SA objectives 5 (biodiversity) and 9 (health and wellbeing), as provision of new open space is expected to encourage outdoor recreation and may help increase biodiversity and provide an opportunity for people to connect with nature.

4.383 Minor positive effects are recorded for SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions) and 16 (sustainable travel), as this option requires proposals to demonstrate how they will achieve modal shift and

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

manage vehicle numbers. Minor positive effects are also expected for SA objective 6 (landscape and townscape), as this option requires proposals to be landscape- and design-led, and to contribute to creation of place and to integrate with the character of the surrounding area. Minor positive effects are identified for SA objective 8 (climate change resilience) as this option requires masterplans to 'respond to the impacts of climate change' but does not detail what this should include. Minor positive effects are expected for SA objective 15 (infrastructure), as this option requires masterplans to set aside land for infrastructure provision and connect and contribute to communications grids.

4.384 Negligible uncertain effects are recorded for SA objectives 3 (water) and 4 (protected habitats and species), as this option refers to successfully mitigating 'environmental constraints' but does not set out what these are or what mitigation would be considered appropriate.

Policy 24a: Land Assembly

Policy options

- A. Preferred policy – Policy 24a: Land Assembly
- B. Alternative option – Piecemeal approach to land assembly managed through the DM process
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.41: Policy 24a: Land Assembly

SA objective	A	B	C
1. Land, soil and minerals	+	?	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	+	?	+
12. Equality	0	0	0
13. Services and facilities	+	?	+
14. Economy	+	?	+
15. Infrastructure	+	-	+
16. Sustainable travel	+	0	+

A. Preferred policy

4.385 This is expected to have a negligible effect on the majority of the SA objectives. This is because the policy is related to the delivery of the whole AAP rather than the specific outcomes. The outcomes and elements of the AAP are assessed in detail through the SA of the other individual policies in the AAP.

4.386 However, a minor positive effect is expected for SA objective 1 (land, soils and mineral resources), as the delivery of the AAP and the assembly of

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

land to do this will use brownfield land and this will minimise the loss of undeveloped land and minimise the amount of underutilised land.

4.387 Minor positive effects are also expected for SA objectives 11 (housing), 13 (services and facilities), 14 (economy), 15 (infrastructure) and 16 (sustainable travel), though with uncertainty. This is because without land assembly, delivery of services and infrastructure could be delayed or not delivered.

B. Piecemeal approach to land assembly managed through the DM process

4.388 Under this option, it is likely that the AAP Spatial Framework for NEC will not be achieved through a comprehensive process, thereby leading to possible delays in the delivery of development such as housing, schools, employment use, community facilities etc. Therefore, this option is expected to have minor negative effects against SA objective 15 (infrastructure) and uncertain effects for the rest of the SA objectives.

C. Previous Draft Reg. 18 Policy (2020)

4.389 This option is expected to have the same effects as the preferred policy as both relate to the comprehensive delivery of the AAP area.

Policy 24b: Relocation

Policy options

A. Preferred Policy – Policy 24b: Relocation

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

B. Alternative option – Piecemeal approach to relocation managed through DM process

C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.42: Policy 24b: Relocation

SA objective	A	B	C
1. Land, soil and minerals	?	0	?
2. Air quality and pollution	0	0	0
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	0	0	0
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	0	0	0
10. Open space	0	0	0
11. Housing	+	?	+
12. Equality	0	0	0
13. Services and facilities	+	?	+
14. Economy	+ / ?	?	+ / ?
15. Infrastructure	+	-	+
16. Sustainable travel	+	0	+

A. Preferred policy

4.390 The preferred policy is expected to have a negligible effect on the majority of the SA objectives. Effects on SA objective 1 (land, soils and mineral resources) are uncertain, as the delivery of the AAP and the relocation of existing floorspace and uses to do this could result in the use of brownfield land which would minimise the loss of undeveloped land. However, it is not known where uses will be relocated to (and there are some small areas of greenfield within the AAP area), or where uses could be relocated outside of the AAP area. Minor positive effects with uncertainty are expected for SA objectives 11 (housing), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel). This is because the relocation of necessary floorspaces and uses that are incompatible with the spatial strategy will mean that new development including services, facilities and supporting infrastructure can be delivered. Without this, development could be delayed or not delivered at all.

4.391 Mixed effects are recorded against SA objective 14 (economy). This is because, as set out above, relocation of floorspaces and uses incompatible with the spatial strategy will mean that new employment uses and services can be delivered without delay and in the best locations. However, even though the policy requires no net loss in industrial floorspace (B2 and B8), there is also the possibility that relocation could have a negative impact on those businesses that are needing to relocate, in terms of disruption to business operations, associated costs etc.

B. Piecemeal approach to relocation managed through the DM process

4.392 This option would manage the relocation of existing floorspace and other uses through the development management process and therefore could lead to an ineffective and disjointed approach to relocation. Minor negative effects are expected against SA objective 15 (infrastructure) for this reason. Without the preferred policy, relocation of existing floorspaces or uses may not be as easily achievable and therefore there may be delays in the delivery of

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

development such as housing, schools, employment use, community facilities etc. leading to uncertain effects for a number of the SA objectives.

C. Previous Draft Reg. 18 Policy (2020)

4.393 This option is expected to have the same effects as the preferred policy as both relate to relocation of uses to enable the delivery of the AAP.

Policy 25: Environmental Protection

Policy options

- A. Preferred policy – Policy 25: Environmental Protection
- B. Alternative option – Leave mitigation of impact up to the applicant and for them to demonstrate this through the development management process
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.43: Policy 25: Environmental Protection

SA objective	A	B	C
1. Land, soil and minerals	0	0	0
2. Air quality and pollution	++	+	++
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	+	?	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
6. Landscape and townscape	+?	?	+?
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	?	+
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	0	0	0
13. Services and facilities	0	0	0
14. Economy	0	0	0
15. Infrastructure	0	0	0
16. Sustainable travel	0	0	0

A. Preferred policy

4.394 The preferred policy is expected to have a significant positive effect on SA objective 2 (air quality and pollution), as the policy requires development to consider and mitigate impacts of and on environmental quality, such as noise pollution, land contamination and air quality, and states development should, wherever possible, consider opportunities to enhance and improve local environmental conditions.

4.395 The policy is expected to have a minor positive effect on SA objective 9 (health and wellbeing), as the policy aims to protect the health of those living in future residential developments. The policy requires developers to identify any adverse environmental impacts such as noise, air pollutants and land contamination and complete any relevant assessments of these environmental effects.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.396 Minor positive effects are also identified with regards to SA objectives 5 (biodiversity) and 6 (landscape and townscape), as the policy seeks to minimise and mitigate adverse effects on the natural environment. This could include mitigating noise, light and vibration pollution that could otherwise disturb wildlife and have a negative effect on townscape.

B. Leave mitigation of impact up to the applicant and for them to demonstrate this through the development management process

4.397 This option would likely lead to varying standards across the site and less certainty for both applicants and development management regarding what is acceptable. Minor positive uncertain effects are expected for SA objective 2 (air quality and pollution) as there is likely to be a degree of environmental protection but it is less certain what this will look like. Uncertain or negligible effects are expected for the remaining SA objectives.

C. Previous Draft Reg. 18 Policy (2020)

4.398 This option is expected to have the same effects as the preferred policy as they both require development to consider and mitigate impacts of and on environmental quality, such as noise pollution, land contamination and air quality, and states development should, wherever possible, consider opportunities to enhance and improve local environmental conditions. This option also specifically notes that development should consider the noise barrier along the A14, while the preferred policy does not (as this is now included in Policy 1 of the Proposed Submission AAP instead), however this is not expected to alter any effects.

Policy 26: Aggregates and Waste Sites

Policy options

- A. Preferred policy – Policy 26: Aggregates and Waste Sites
- B. Alternative option – Status quo: Rely on existing policy (Note that the SA of the Draft Local Plan referred to Policy CS23 of the Minerals and Waste Plan. A new Minerals and Waste Local Plan has since been adopted, but retains mineral and waste designations in this area)
- C. Alternative option – Relocate to the east of Cambridge
- D. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.44: Policy 26: Aggregates and Waste Sites

SA objective	A	B	C	D
1. Land, soil and minerals	+	0	?	?
2. Air quality and pollution	+/?	+/	?	?
3. Water	0	0	0	0
4. Protect species and habitats	0	0	0	0
5. Biodiversity	?	0	?	?
6. Landscape and townscape	?	0	?	?
7. Greenhouse gas emissions	+	+	0	0
8. Climate change resilience	0	0	0	0
9. Health and wellbeing	+/?	-	+	+

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C	D
10. Open space	0	0	0	0
11. Housing	0	0	0	0
12. Equality	0	0	0	0
13. Services and facilities	0	0	0	0
14. Economy	0	0	?	0
15. Infrastructure	0	0	0	0
16. Sustainable travel	0	++	0	0

A. Preferred policy

4.399 The preferred policy is likely to have a minor positive effect (as part of a mixed effect – see below) against SA objective 9 (health and wellbeing) because it states that proposals for residential uses should not be adjacent to the Aggregates Railheads or Waste Transfer Station as it is unlikely that satisfactory design mitigation can be achieved to protect residential amenity. It goes on to state that any residential proposal in Cowley Road Industrial Estate and Chesterton Sidings as designated in the spatial framework will need to demonstrate how it achieves acceptable environmental standards (e.g. through buffering or other design mitigation measures) related to the negative impacts of the aggregates railheads in terms of operational noise, air quality/dust and other emissions including vehicular movements. Therefore, minor positive effects are also expected in relation to SA objectives 2 (air quality and pollution) (as part of a mixed effect – see below) and 7 (greenhouse gas emissions).

4.400 The policy proposes the relocation of the J Waste Transfer Station, preferably off-site or, alternatively, preferably as an interim site, adjacent to the Aggregates Railheads within the Cowley Road Industrial Estate. If the Waste Transfer Station was relocated to the Cowley Road Industrial Estate, it would be re-provided on previously developed land, resulting in positive uncertain effects for SA objective 1 (land, soils and mineral resources). While it is unlikely to

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

affect sensitive receptors in terms of odour, relocation to the Cowley Road Industrial Estate could have adverse effects on workers at surrounding business premises, adding minor negative uncertain effects for SA objectives 2 (air quality and pollution) and 9 (health and wellbeing) to the minor positive effects identified above, resulting in overall mixed minor positive and minor negative uncertain effects. Cowley Road Industrial Estate is not sensitive in terms of biodiversity and landscape, although an alternative, off-site location may be, therefore uncertain effects are recorded for SA objective 5 (biodiversity) and SA objective 6 (landscape and townscape). All these effects are uncertain, given that the site for relocation of the Waste Transfer Station has not yet been confirmed.

B. Rely on existing policy

4.401 As presented in the Draft AAP, this alternative option referred to Policy CS23: Sustainable Transport of Minerals and Waste in the Cambridgeshire and Peterborough Minerals and Waste Development Plan. A new Minerals and Waste Plan has now been adopted, but it is noted that similar policies are included in the updated plan. According to this policy, sustainable transport of minerals and waste by rail, water, conveyor, and pipelines will be encouraged. Therefore, a significant positive effect is likely against SA objective 16 (sustainable travel) and minor positive effects are likely against SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions). The effects for SA objective 2 (air quality and pollution) are mixed with minor negative effects, and minor negative effects are expected for SA objective 9 (health and wellbeing) as retention of the Waste Transfer Station may have negative effects on amenity, particularly residential amenity of the new development, such as through noise and odour issues

C. Relocate to the east of Cambridge

4.402 This alternative option proposes the relocation of the aggregates railhead at NEC and the Waste Transfer Station to the east of Cambridge. As the above preferred policy included the possibility of relocating these facilities off-site,

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

similar effects are recorded against this alternative option. However, SA objectives 1 (land, soils and mineral resources) and 2 (air quality and pollution) are uncertain, as the exact location for relocation is uncertain.

4.403 In addition, uncertainty is recorded with regards to SA objective 14 (economy), as the impacts of relocating the aggregates railhead on the economy of Cambridge depends on where it is located.

D. Previous Draft Reg. 18 Policy (2020)

4.404 This option is likely to have a minor positive effect against SA objective 9 (health and wellbeing) because it states that proposals for residential uses should not be adjacent to an aggregates yard as it is unlikely that satisfactory design mitigation can be achieved to protect residential amenity. It goes on to state that any residential proposal in Cowley Road Industrial Estate and Chesterton Sidings as designated in the spatial framework, will need to demonstrate how it achieves acceptable environmental standards, e.g. how it is buffered from the negative impacts of the aggregates railhead. The continued operation of an aggregates railhead at NEC is subject to it meeting all of the mitigation requirements for noise, odour and air quality, as identified in Policy 25 (Environmental Protection).

4.405 This option is likely to have uncertain effects against SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 5 (biodiversity) and 6 (landscape and townscape) because it proposes the relocation of the Waste Transfer Station off-site but does not indicate where it would be re-located to, presumably because this is not yet known and would be outside the AAP boundary. It therefore does not set out how impacts on air quality, biodiversity or the landscape would be mitigated and whether its relocation would be on greenfield land or not. Depending upon where the Waste Transfer Station is located to, there could also be off-site effects on SA objective 9 (health and wellbeing), which is why uncertainty has been added to this score.

Policy 27: Planning Contributions

Policy options

- A. Preferred Policy – Policy 27: Planning Contributions
- B. Alternative option – Developer contributions required through local infrastructure tariff
- C. Alternative option – In-kind contributions to be sought by developers to achieve infrastructure on site
- D. Alternative option – Contribution limited to affordable housing
- E. Alternative option – No major development granted consent without contributions in line with AAP viability
- F. Alternative option – Status Quo: rely on existing policy
- G. Alternative option – Previous Draft Reg. 18 Policy (2020)

4.406 Note that the SA of the Draft Local Plan also included the option ‘Contributions limited to CAM Metro’. The CAM (Cambridge Autonomous Metro) is no longer being taken forward by the Cambridgeshire and Peterborough Combined Authority, therefore this option is no longer considered to be reasonable and has not been appraised here.

Table 4.45: Policy 27: Planning Contributions

SA objective	A	B	C	D	E	F	G
1. Land, soil and minerals	0	0	0	0	0	0	0
2. Air quality and pollution	+?	+?	+?	-?	+?	+?	+
3. Water	+?	+?	+?	-?	+?	0	+
4. Protect species and habitats	0	0	0	0	0	0	0
5. Biodiversity	+?	+?	+?	-?	+?	+?	+
6. Landscape and townscape	0	0	0	-?	0	0	0
7. Greenhouse gas emissions	+?	+?	+?	-?	+?	+?	+
8. Climate change resilience	+?	+?	+?	-?	+?	+?	+
9. Health and wellbeing	+?	+?	+?	+	+?	+?	+
10. Open space	+?	+?	+?	-?	+?	+?	+
11. Housing	++	++?	++?	++	+?	+?	++
12. Equality	+?	+?	+?	+	+?	+?	+
13. Services and facilities	+?	+?	+?	-?	+?	+?	+
14. Economy	++	++	++	-?	+?	+?	++
15. Infrastructure	++	++	++	-?	+?	+?	+
16. Sustainable travel	+?	+?	+?	-?	+?	+?	+

A. Preferred policy

4.407 The policy is expected to have significant positive effects in relation to SA objectives 11 (housing) and 14 (economy), as planning contributions will help to secure the provision of affordable housing and employment opportunities.

4.408 Significant positive effects are also expected in relation to SA objective 15 (infrastructure) because the policy promotes infrastructure delivery through planning contributions. The policy is expected to have minor positive uncertain effects against the majority of SA objectives as planning contributions will help to finance strategic infrastructure and improvements. The policy does not specify the infrastructure that will be delivered but may include: open space and recreation facilities (SA objectives 5 (biodiversity), 9 (health and wellbeing), and 10 (open space)); strategic drainage (SA objective 3 (water) and 8 (climate change resilience)); improvements to roads, rail and public transport; (SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel)); education, training and community facilities and digital infrastructure (SA objectives 9 (health and wellbeing), 12 (equality), 13 (services and facilities), 14 (economy), 15 (infrastructure) and 16 (sustainable travel)); site-wide energy efficient power network (SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience)).

B. Developer contributions required through Local Infrastructure Tariff

4.409 This reasonable alternative option is expected to have very similar effects as the preferred policy, as CIL is another means of collecting contributions from developers to deliver required infrastructure and mitigation. Uncertainty has been added to the significant positive effects expected on SA objective 11 (housing), as it is not stated in this reasonable alternative that the contributions will help to secure the provision of affordable housing, although it is assumed that it will.

C. In kind contributions to be sought by developers to achieve infrastructure on site

4.410 This reasonable alternative option is also expected to have very similar effects as the preferred policy as infrastructure would simply be delivered ‘in-kind’ (directly by the developer) rather than through financial contributions. However, this option may add further uncertainty as the delivery of the infrastructure may depend on developer timings, which may mean it cannot be delivered at the ideal time. Uncertainty has been added to the significant positive effects expected on SA objective 11 (housing), as it is not stated in this reasonable alternative that the contributions will help to secure the provision of affordable housing, although it is assumed that it will.

D. Contributions limited to affordable housing

4.411 This reasonable alternative option is likely to have significant positive effects on SA objective 11 (housing), as it will result in the delivery of affordable housing. For this reason minor positive effects are also expected for SA objectives 9 (health and wellbeing) and 12 (equality).

4.412 However, minor negative effects with uncertainty are likely for the majority of the SA objectives if contributions are limited to the provision of affordable housing. This is because development may come forward without providing contributions for other strategic infrastructure and mitigation needed to support the development and provide benefits for the AAP area.

E. No major development granted consent without contributions in line with AAP viability

4.413 This option is likely to have similar effects to the preferred policy as developer contributions would still be made. However, if development cannot be consented without contributions, and the developers consider that this makes

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

their proposals unviable, this may result in less development coming forward, and the development and infrastructure not being delivered or being delayed. Therefore, minor positive effects with uncertainty are expected in relation to SA objectives 11 (housing), 14 (economy) and 15 (infrastructure).

F. Rely on existing policy

4.414 This option would see the continued use of Cambridge Local Plan Policy 85 and South Cambridgeshire Local Plan policies SS/4, TI/8, H/10, E/14, E/22, which relate to infrastructure delivery. This option is expected to have similar effects to option F as the existing policies provide guidance on provision of retail, affordable housing and infrastructure development in addition to planning obligations and community infrastructure levies. However, uncertainty is attached due to the fact that there is no joined-up, comprehensive and sufficient policy in place currently that covers the AAP area as a whole (instead there are South Cambridgeshire and Cambridge City Local Plan policies which cover different areas of the AAP area) and so without it there could be a lack of coordination and infrastructure procured for the site.

G. Previous Draft Reg. 18 Policy (2020)

4.415 This option is expected to have a significant positive effect on SA objective 11 (housing), as planning contributions will help to secure the provision of affordable housing in relation to residential schemes. Significant positive effects are also expected for SA objective 14 (economy), because the policy is expected to result in job provision (note that this was recorded as a minor positive effect in the SA of the Draft Local Plan, in error).

4.416 A minor positive effect is expected for SA objective 2 (air quality and pollution), as the option suggests that planning contributions will go towards mitigating environmental pollution, such as through the provision of a noise barrier for the A14 or highway network.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.417 The majority of the other objectives are also anticipated to receive minor positive uncertain effects as planning contributions will help to finance major strategic infrastructure, as well as new or enhanced infrastructure set out in the IDP. This infrastructure will include: open space and recreation facilities (SA objectives 5 (biodiversity), 9 (health and wellbeing), and 10 (open space)); strategic drainage (SA objective 3 (water) and 8 (climate change resilience)); improvements to roads, rail and public transport; (SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions), 9 (health and wellbeing), 12 (equality), 13 (services and facilities) ,15 (infrastructure) and 16 (sustainable travel)); education, training and community facilities and digital infrastructure (SA objectives 9 (health and wellbeing), 12 (equality), 13 (services and facilities), 15 (infrastructure) and 16 (sustainable travel)); site-wide energy efficient power network (SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience)).

Policy 28: Meanwhile Uses

Policy options

- A. Preferred policy – Policy 28: Meanwhile Uses
- B. Alternative option – Status quo: Rely on extant policy
- C. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.46: Policy 28: Meanwhile Uses

SA objective	A	B	C
1. Land, soil and minerals	+	0	+
2. Air quality and pollution	0	0	0

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

SA objective	A	B	C
3. Water	0	0	0
4. Protect species and habitats	0	0	0
5. Biodiversity	0	0	0
6. Landscape and townscape	+	0	+
7. Greenhouse gas emissions	0	0	0
8. Climate change resilience	0	0	0
9. Health and wellbeing	+	0	+?
10. Open space	0	0	0
11. Housing	0	0	0
12. Equality	+	0	0
13. Services and facilities	+	0	+
14. Economy	+	0	+
15. Infrastructure	+	0	+
16. Sustainable travel	+	0	0

A. Preferred policy

4.418 The preferred policy is likely to have minor positive effects on SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape) because the meanwhile use of land on sites where services are waiting to come forward, is an efficient use of this land. Likewise, meanwhile uses on currently unoccupied sites will be likely to improve the townscape overall, particularly because the policy requires them to contribute positively to the emerging identity of North East Cambridge.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.419 The policy requires meanwhile uses in buildings or on spaces to meet accessibility standards and therefore minor positive effects are expected in relation to SA objective 12 (equality). Minor positive effects are also expected in relation to SA objective 16 (sustainable travel) because the policy requires meanwhile uses in buildings or on spaces to include sufficient and secure cycle parking. Therefore, the policy promotes more sustainable and active transport modes, which could increase levels of physical exercise amongst residents, with beneficial effects on their health and wellbeing. Further to this, the policy requires meanwhile uses not to give rise to an unacceptable impact on existing or proposed neighbouring uses and therefore helps protect amenity. As such, minor positive effects are expected in relation to SA objective 9 (health and wellbeing). Meanwhile uses could include healthcare facilities and community spaces, which would also contribute towards the minor positive effects against SA objective 9. However, these uses are not guaranteed to come forward and therefore the minor positive effects for SA objective 9 are recorded as uncertain.

4.420 Minor positive effects are also expected in relation to SA objectives 13 (services and facilities), 14 (economy) and 15 (infrastructure) because the meanwhile use of land whilst services are waiting to come forward, will provide residents with a range of local services and facilities, at the same time as maintaining North East Cambridge's economy. The policy states that meanwhile uses must demonstrate how they contribute to meeting the day-to-day needs of the local community and are therefore likely to have beneficial effects on the economy.

B. Rely on existing policy

4.421 This alternative option relies on existing planning policy in the Cambridge Local Plan and the South Cambridgeshire Local Plan. Neither contain a policy on meanwhile uses, however it is noted that the Cambridge Local Plan contains a sentence in Policy 41 (Protection of business space) for sui generis uses that generate employment opportunities whilst marketing of a site takes place. As such, negligible effects are expected in relation to all SA objectives.

C. Previous Draft Reg. 18 Policy (2020)

4.422 This option is likely to have a minor positive effect on SA objectives 1 (land, soils and mineral resources) and 6 (landscape and townscape) because the meanwhile use of land on sites where services are waiting to come forward, is an efficient use of this land. Likewise, meanwhile uses on currently unoccupied sites will be likely to improve the townscape overall.

4.423 Minor positive uncertain effects are recorded for SA objective 9 (health and wellbeing) as the option suggests meanwhile uses could include healthcare facilities and community spaces, although these are not guaranteed to come forward.

4.424 A minor positive effect is also expected against SA objectives 13 (services and facilities), 14 (economy) and 15 (infrastructure) because the meanwhile use of land whilst services are waiting to come forward, will provide residents with a range of local services and facilities, at the same time as maintaining North East Cambridge's economy. The option states that meanwhile uses must demonstrate how they contribute to the vibrancy of the immediate area and must therefore have beneficial effects on the economy.

Policy 29: Employment and Training

Policy options

- A. Preferred policy – Policy 29: Employment and Training
- B. Alternative option – The AAP to propose an intensification of industrial/employment floorspace on the site as opposed to a mixed-use development.
- C. Alternative option – Status quo: Rely on existing policy.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

D. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.47: Policy 29: Employment and Training

SA objective	A	B	C	D
1. Land, soil and minerals	0	++?	0	0
2. Air quality and pollution	0	-	0	0
3. Water	0	0	0	0
4. Protect species and habitats	0	0	0	0
5. Biodiversity	0	0	0	0
6. Landscape and townscape	0	-?	0	0
7. Greenhouse gas emissions	0	-	0	0
8. Climate change resilience	0	0	0	0
9. Health and wellbeing	+	0	0	+
10. Open space	0	0	0	0
11. Housing	0	0	0	0
12. Equality	+	0	0	+
13. Services and facilities	++	+	+	++?
14. Economy	++	++	++	++?
15. Infrastructure	++	+	+	++?
16. Sustainable travel	0	0	0	0

A. Preferred policy

4.425 The preferred policy is likely to have significant positive effects on SA objectives 13 (services and facilities), 14 (economy) and 15 (infrastructure) because it seeks to increase opportunities for training and employment with developers contributing to a range of employment, skills and training initiatives. The policy specifically states that developers are required to submit an Employment and Skills Plan (ESP) alongside their application to demonstrate their commitment to responsibly delivering skills and training to new employees. This is likely to reduce the skills gap between people by providing residents with access to a range of employment opportunities, with positive effects on the local economy. It is also likely to reduce inequality, with positive effects on people's overall health and wellbeing. Therefore, minor positive effects are expected in relation to SA objectives 9 (health and wellbeing) and 12 (equality).

B. The AAP to propose an intensification of industrial/employment floorspace on the site as opposed to a mixed-use development.

4.426 A significant positive but uncertain effect is expected in relation to SA objective 1 (land, soils and mineral resources) because the intensification of industrial/employment floorspace within the AAP area will prevent the loss of any undeveloped land. However, it is unclear whether intensification refers to an increase in the density or small-scale extensions to what is already there. A significant positive effect is expected for SA objective 14 (economy) because the intensification of industrial/employment floorspace would result in an increase in working space, helping contribute towards development of the local economy. This alternative option is expected to have minor positive effects in relation to SA objectives 13 (services and facilities) and 15 (infrastructure) because it would improve access to jobs and potentially training opportunities, but would not provide the services and facilities that would be provided in a mixed-use development.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.427 Minor negative effects are expected in relation to SA objectives 2 (air quality and pollution) and 6 (landscape and townscape) because the intensification of industrial/employment floorspace could increase pollution levels and greenhouse gas emissions, whilst densification could have an adverse effect on landscape character. The effect for SA objective 6 (landscape and townscape) is recorded as uncertain because the actual effect will depend on the nature of development.

C. Rely on existing policy

4.428 Policy 15 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan allocate NEC for mixed uses, including employment. In addition, policy 2 of the Cambridge Local Plan and Policy E/1 of the South Cambridgeshire Local Plan seek to support the economy through provision of employment land, with a focus on growth of the Cambridge Cluster, therefore significant positive effects are expected for SA Objective 14 (economy). However, there is little further detail about employment and training provision in NEC. As such, there may be a lesser variety of employment and training provision, with less promotion of workplace training and less emphasis on providing opportunities for local people. Therefore, minor positive effects are expected for SA objectives 13 (services and facilities) and 15 (infrastructure), whilst negligible effects are expected for other SA objectives

D. Previous Draft Reg. 18 Policy (2020)

4.429 This option is likely to have the same effects as the preferred policy, however, this option does not state that an ESP is a requirement, therefore uncertainty is attached to the effects.

Policy 30: Digital Infrastructure and Open Innovation

Policy options

- A. Preferred policy – Policy 30: Digital Infrastructure and Open Innovation
- B. Alternative option – Green roofs with high vegetation required to cool buildings
- C. Alternative option – No digital street furniture
- D. Alternative option – Open data not a planning consideration
- E. Alternative option – Requirement to maximise a building's off grid potential by exploring decentralised utilities and energy production: including rain water harvesting, photovoltaic panels, microgrids, and domestic wind turbines where appropriate
- F. Alternative option – Development must contribute to and accommodate a new autonomous pod system
- G. Alternative option – Status quo: rely on existing policy
- H. Alternative option – Previous Draft Reg. 18 Policy (2020)

Table 4.48: Policy 30: Digital Infrastructure and Open Innovation

SA objective	A	B	C	D	E	F	G	H
1. Land, soil and minerals	+	+	+	+	+	+	0	+
2. Air quality and pollution	+	+?	+	+	+	+	0	+
3. Water	0	0	0	0	+	0	0	0
4. Protect species and habitats	0	0	0	0	0	0	0	0
5. Biodiversity	0	+	0	0	0	0	0	0
6. Landscape and townscape	+	+	+	+	+	+	0	+
7. Greenhouse gas emissions	++	++	++	++	++	++	0	++
8. Climate change resilience	+	++	+	+	+	+	0	+
9. Health and wellbeing	+	+	+	+	+	+	0	+
10. Open space	0	0	0	0	0	0	0	0
11. Housing	0	0	0	0	0	0	0	0
12. Equality	+	+	+	+	+	+	0	+
13. Services and facilities	+	+	+	+	+	+	0	+
14. Economy	++	++	++	++	++	++	0	++
15. Infrastructure	++	++	++	++	++	++	+	++
16. Sustainable travel	++	++	++	++	++	++	0	++

A. Preferred policy

4.430 The policy is considered likely to have significant positive effects on SA objective 7 (greenhouse gas emissions). This is because it sets out the use of solar panels on street furniture so they self-power, it aims to deliver electric vehicle charging points and implement the use of the circular economy – reducing waste and promoting the more efficient use of materials. It will also expect development to incorporate SMART technologies to facilitate efficient waste management, minimise waste during the operational phase and consider rooftop delivery space which should reduce road traffic trips and emissions.

4.431 Significant positive effects are also expected in relation to SA objective 14 (economy) as the circular economy principles set out in the policy should help improve the efficiency, competitiveness, vitality and adaptability of the area. Additionally, the experiments for future mobility mentioned in the policy will aim to help foster the areas innovation. It is also anticipated that the delivery of smart buildings with high quality communications will contribute to this.

4.432 Significant positive effects are also expected for SA objective 15 (infrastructure) due to the investment in quality communications infrastructure, and high speed and open access broadband which will improve community services and infrastructure as well as possibly improving access to distance education and training opportunities.

4.433 Significant positive effects are also expected for SA objective 16 (sustainable travel). This is as a result of the provision of electric vehicle charging points, which will encourage the use of electric vehicles, improved public realm and wayfinding which should facilitate walking and cycling, access to good broadband, which may, in some circumstances, reduce the need to travel at all, and the reduction in the number of vehicles on the streets due to single waste collection points and the possibility of drone deliveries. The experiments in future mobility may also assist in supporting the delivery of new transport services.

Chapter 4 SA Findings for the Proposed Submission North East Cambridge Area Action Plan and Reasonable Alternatives

4.434 Minor positive effects are expected for a number of the objectives, including SA objectives 1 (land, soils and mineral resources), 2 (air quality and pollution), 8 (climate change resilience), 9 (health and wellbeing), 12 (equality) and 13 (services and facilities). This is due to a number of factors within the policy including: the promotion of the circular economy, recycling and minimising waste (SA objective 1); SMART technologies to facilitate efficient waste management and drone deliveries (SA objective 2); and improving access to broadband (SA objectives 9, 12, and 13).

4.435 Minor positive effects are also expected for SA objective 6 (landscape and townscape) as the policy requires major development proposals to submit a 3D model to allow for landscape and townscape impacts to be considered virtually.

B. Green roofs with high vegetation required to cool buildings

4.436 This reasonable alternative option is expected to have very similar effects as the preferred policy as it is assumed that the requirements and measures in the preferred policy will remain, but with the addition of the requirement for green roofs. Significant positive effects are expected in relation to SA objective 8 (climate change resilience), as provision of green roofs will reduce vulnerability to climate change through natural cooling as well as reducing flood risk. Minor positive effects are also expected for SA objective 5 (biodiversity) as it will enhance habitats and species in the area, helping to delivering net gains in biodiversity and could enhance connectivity and improve access to wildlife and green space. It is noted that provision of green roofs could impact upon the space needed for drone deliveries, therefore uncertainty has been added to the minor positive effect on SA objective 2 (air quality and pollution).

C. No digital street furniture

4.437 Again this option is expected to have very similar effects as the preferred policies as it is assumed that many elements of the preferred policy would remain the same, with just the removal of the requirement for digital street furniture.

4.438 Significant positive effects are still anticipated with regards to SA objectives 7 (greenhouse gas emissions) and 16 (sustainable travel), however this may be slightly reduced without the provision of electric vehicle charging points and improved public realm and wayfinding which would minimise impacts on climate change and encourage walking and cycling respectively.

D. Open data not a planning consideration

4.439 This reasonable alternative option will mean that developments are not obliged to provide open data, and therefore the benefits associated with this may not be realised. The effects on the majority of the SA objectives are identical to those for the preferred policy as the reasons for these effects include: the use of the circular economy; recycling, reducing and reusing materials; reducing overheating; providing high quality communications and broadband; reducing vehicle movements; and improving the public realm, all of which could be delivered without open access data. However, uncertainty has been added to two of the SA objectives that are anticipated to receive significant positive effects. SA objectives 14 (economy) and 16 (sustainable travel) have added uncertainty because it is not clear whether the experiments on future mobility will be impacted by not having access to open data.

E. Requirement to maximise a building's off grid potential by exploring decentralised utilities and energy production:

including rainwater harvesting, photovoltaic panels, microgrids, and domestic wind turbines where appropriate

4.440 This reasonable alternative option is expected to have very similar effects to the preferred policy as the requirements of the preferred policy would remain with the added requirement of maximising a building's off grid potential. This addition has resulted in minor positive effects on SA objective 3 (water) due to the potential requirement for rainwater harvesting which will help to use water resources more efficiently and protect groundwater.

4.441 Furthermore, this additional requirement will enhance the significant positive effects expected on SA objective 7 (greenhouse gas emissions) as the requirement for more renewable energy technologies will minimise impacts on climate change.

F. Development must contribute to and accommodate a new autonomous pod system instead of experiments on future mobility

4.442 This reasonable alternative option is expected to have almost identical effects to the preferred policy as it is assumed that all other requirements and measures in the preferred policy will remain, but with the requirement for developers to contribute to an autonomous pod system rather than the council carrying out experiments on future mobility. This alternative option could enhance the significant positive effects on SA objective 7 (greenhouse gas emissions) through the use of sustainable transport and reduced energy use. It is also expected to contribute to significant effects on SA objective 14 (economy) through the provision of an innovative transport solution which will enhance connectivity, and SA objective 16 (sustainable travel) through providing a sustainable alternative to the use of cars. However, it is not expected that these alternative approaches would lead to different overall outcomes on these objectives.

G. Rely on Existing Policy

4.443 This option would see the continued use of existing Cambridge Local Plan Policy 42 and South Cambridgeshire Local Plan policies CC/1, CC/3, CC/5 and TI/10. However, unlike the preferred policy, the existing policies do not state that development proposals should include a digital infrastructure and open innovation strategy. This could result in continuation of a linear, rather than circular, economy, digital street furniture not being implemented, communications not being improved, and the recycling, reuse and minimising of waste not being implemented. Therefore, this option is expected to have a negligible impact on the majority of SA objectives.

4.444 Minor positive effects are expected in relation to SA objective 15 (infrastructure) as the existing policies aim to provide high capacity broadband as an integral part of development which would support investment in people and places.

H. Previous Draft Reg. 18 Policy (2020)

4.445 This option is expected to have the same effects in relation to the same SA objectives as the preferred policy as both seek to invest in quality communications and electric vehicle infrastructure as well as promote the circular economy principles

Chapter 5

Cumulative Effects of the Proposed Submission Area Action Plan

Introduction

5.1 This chapter presents an assessment of the likely significant effects of the North East Cambridge Area Action Plan as a whole on each of the SA objectives, i.e. an assessment of cumulative effects of the whole AAP. Table 5.1 at the end of this section presents a summary of the likely effects for each of the individual policies in the Proposed Submission North East Cambridge Area Action Plan, including the spatial framework, vision and objectives, and this has been drawn upon to identify the cumulative effects. Finally, this chapter includes a section on the potential for 'in-combination' effects of the AAP with other relevant plans and projects, i.e. the adopted Cambridge Local Plan, the adopted South Cambridgeshire Local Plan and the emerging Greater Cambridge Local Plan, plus Anglian Water's preferred site for the relocation of Cambridge WWTP.

Cumulative Effects

SA Objective 1: Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves

5.2 The majority of NEC consists of previously developed land and AAP seeks to make efficient use of land in this area. As such, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution

5.3 The AAP has a strong focus on reducing the need to travel, promoting sustainable modes of transport, including walking and cycling connectivity, particularly via Policy 16: Sustainable Connectivity, Policy 18: Cycle Parking, Policy 19: Safeguarding for Public Transport and Policy 21: Street Hierarchy. The AAP also seeks to ensure no net change in traffic movements to and from NEC through the use of a trip budget and parking restraints, through Policy 22: Managing Motorised Vehicles.

5.4 In addition, the AAP promotes energy-efficient development and low carbon fuel sources, particularly through Policy 2: Designing for the Climate Emergency. These measures are expected to reduce emissions of air pollutants from vehicle traffic and the burning of fossil fuels. The AAP also seeks to avoid, reduce and mitigate environmental pollution, particularly through Policy 25: Environmental Protection, including potential land contamination in the area.

5.5 Nevertheless, the AAP proposes a substantial increase in development through the densification of employment uses and development of a substantial amount of residential development. The proposed model of car barns on the periphery of NEC is likely to reduce traffic movements within the site, and the trip budget is expected to ensure no net increase in traffic beyond the site, as a result of the AAP.

5.6 Overall, cumulative significant positive uncertain effects (++?) are expected for this SA objective. Uncertainty arises because the AAP aims to reduce vehicle trip generation below current levels, which could be very challenging to achieve, given the scale of development in the AAP. If this is not achieved, there is potential for negative effects to arise, given the potential effects on the A14 Corridor AQMA.

SA Objective 3: Protect and where possible enhance the quality of the water environment

5.7 The AAP seeks to limit water use and improve water quality through Policies 4a: Water Efficiency and 4b: Water Quality and Ensuring Supply. Policy 4a aims to minimise water use within new development. The AAP also seeks to protect the water environment through preventing environmental pollution through Policy 25: Environmental Protection, as well as minimising the risk of flooding, through various policies, such as Policy 4c: Flood Risk and Sustainable Drainage. Overall, cumulative minor positive effects (+) are expected for this SA objective.

SA Objective 4: Avoid adverse effects on designated sites and protected species

5.8 Whilst the AAP will result in development within proximity to designated sites, including Bramblefields Local Nature Reserve and Milton Road Hedgerows County Wildlife Site, these are expected to be protected by Policy 5:

Biodiversity and Net Gain. However, there is potential for increased disturbance at these sites in combination with an increase in development in the wider area.

5.9 The Draft Habitats Regulations Assessment Report concludes that adverse effects on the integrity of the European sites within close proximity to NEC can be ruled out at this stage.

5.10 Taking into account the findings of the Habitats Regulations Assessment at this stage of plan-making, cumulative mixed minor positive effects (+) are expected for this SA objective.

SA Objective 5: Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces

5.11 The AAP promotes biodiversity gain through Policy 5: Biodiversity and Net Gain and Policy 7: Creating High Quality Streets, Spaces and Landscape, part of which seeks to increase the number of trees planted in NEC. In addition, Policy 8: Open Spaces for Recreation and Sport may lead to creation of green space with biodiversity value. Overall, cumulative minor positive effects (+) are expected for this SA objective.

SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character

5.12 The AAP seeks to create a distinctive, attractive city district, through the policies set out in Chapter 3 – Design and Built Character. In particular, Policy 6a: Distinctive Design for North East Cambridge is expected to ensure development is integrated into and contributes positively to the existing landscape and townscape. A number of other policies also require improvements to the quality of the public realm, providing spaces for movement, and interaction, which will help ensure a vibrant townscape. Overall, a cumulative significant positive effect (++) is expected for this SA objective.

SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions)

5.13 The AAP has a strong focus on reducing the need to travel, promoting sustainable modes of transport, including walking and cycling connectivity, particularly via Policy 16: Sustainable Connectivity, Policy 18: Cycle Parking, Policy 19: Safeguarding for Public Transport and Policy 21: Street Hierarchy. In addition, the AAP seeks to ensure no net increase in traffic movements to and from NEC through the use of a trip budget and parking restraints, through Policy 22: Managing Motorised Vehicles.

5.14 Policy 2: Designing for the Climate Emergency requires development to contribute towards achieving net zero carbon emissions. These measures are expected to reduce emissions of greenhouse gases both within the site itself and in terms of energy use of buildings. Nevertheless, the AAP proposes a substantial increase in development through the densification of employment uses and development of a substantial amount of residential development. This will result in an increase in energy use, particularly in combination with the

increase in development set out in the existing Cambridge Local Plan and South Cambridgeshire Local Plan.

5.15 Overall, cumulative significant positive and minor negative effects (++/-) are expected for this SA objective.

SA Objective 8: Reduce vulnerability to future climate change effects

5.16 Policy 2: Designing for the Climate Emergency sets out a number of measures to help adapt to climate change, including designing buildings to minimise and manage increases in temperature and, along with Policy 4a: Water Efficiency, to make efficient use of water resources. Policy 4c: Flood Risk and Sustainable Drainage should also help ensure the increased risk of flooding as a result of climate change is minimised. Overall, the AAP includes a number of measures to help development adapt to climate change, therefore cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 9: Maintain and enhance human health and wellbeing and reduce inequalities

5.17 In providing a substantial new number of homes and jobs, the AAP will contribute to improving human health and wellbeing by helping to ensure that everyone has access to suitable housing and can access employment opportunities. In addition, the AAP strongly supports active travel, particularly through the Spatial Framework and policies Policy 16: Sustainable Connectivity, Policy 21: Street Hierarchy and the 'centres' policies (10a to e), which will help reduce vehicles on the road (therefore improving road safety) and encourage active lifestyles.

5.18 Physical, mental and social wellbeing will also benefit from the provision of local services, facilities and infrastructure, particularly those that encourage community cohesion and recreation, such as through Policy 14: Social, Community and Cultural Infrastructure and Policy 8: Open Spaces for Recreation and Sport.

5.19 Overall, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 10: Improve the quantity and quality of publicly accessible open space

5.20 Policy 8: Open Spaces for Recreation and Sport protects against loss of sport, open space, recreation and play facilities and requires these to be provided to serve new development and surrounding communities. The 'centres' policies (10a to e) also include provision of open/civic space. Overall, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 11: Ensure everyone has access to decent, appropriate and affordable housing

5.21 The AAP provides for 8,350 additional dwellings to be delivered in NEC. Policy 13a: Housing provision requires homes to be high quality, mixed in type and tenure, accessible and adaptable and a minimum 40% new homes to be affordable. Policies 13b to 13f give further details on the variety of housing to be provided, which together are expected to provide a suitably diverse range of housing stock. As such, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income

5.22 The AAP will help provide homes and jobs for those who need them in the area, and includes provision of specialist, affordable and accessible and adaptable housing. Policy 8 requires open spaces to be multi-user and multi-generational. In addition, Policies 11: Housing Design Standards, 13e: Custom House Building, 13f: Short Term/Corporate Lets and Visitor Accommodation and 16: Sustainable Connectivity include provision for wheelchair users. Promoting sustainable modes of transport, including through the policies in Chapter 5: Connectivity, and the ambition for a walkable neighbourhood may help ensure that those with mobility issues or who cannot afford a car can access employment, services and facilities. Overall, a cumulative minor positive effect (+) is expected for this SA objective.

SA Objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)

5.23 The AAP provides for new services and facilities to serve new development and the surrounding community. This includes provision of a new district centre through Policy 10b: District Centre, a local centre at the Science Park (Policy 10c), Cowley Road and Greenway Local Centres (Policy 10e) as well as retail and community uses at Station Approach Local Centre (Policy 10d).

5.24 In addition, Policy 14: Social, Community and Cultural Infrastructure seeks to provide new social and community infrastructure, Policy 8: Open Spaces for

Recreation and Sport provides for new open space, sport and recreation facilities and a number of policies promote improved sustainable transport infrastructure. Policy 28: Meanwhile Uses also supports provision of local services and facilities through allowing meanwhile use of land whilst services are waiting to come forward, and Policy 29: Employment and Training seeks to increase opportunities for training and employment with developers contributing to a range of employment, skills and training initiatives.

5.25 Overall, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 14: Improve the efficiency, competitiveness and adaptability of the local economy

5.26 The AAP provides for 15,000 new jobs, particularly through the policies set out in Chapter 4 – Jobs, Homes and Services, which is a substantial increase in employment delivery at the site and for the city as a whole. These policies seek to intensify employment use at the site and make efficient use of existing employment land. In addition, the AAP promotes an attractive and readable public realm, which is likely to help attract employers and workers to the area. Overall, cumulative significant positive effects (++) are expected in relation to this SA objective, as the AAP will help provide jobs for NEC and the wider area, as well as boosting the local economy.

SA Objective 15: Support appropriate investment in people, places, communities and other infrastructure

5.27 The AAP provides for new housing and employment, as well as services and facilities to serve new development and the surrounding community. This includes provision of a new centres through Policies 10a to e, Policy 14: Social, Community and Cultural Infrastructure, which seeks to provide new social and community infrastructure, Policy 8: Open Spaces for Recreation and Sport, which provides for new open space, sport and recreation facilities and a number of policies that promote improved sustainable transport infrastructure.

5.28 Policy 28: Meanwhile Uses also supports provision of local services and facilities through allowing meanwhile use of land whilst services are waiting to come forward, and Policy 29: Employment and Training seeks to increase opportunities for training and employment with developers contributing to a range of employment, skills and training initiatives. In addition, Policy 30: Digital Infrastructure and Open Innovation should ensure investment in digital infrastructure and neighbourhoods ready to take advantage of future technologies.

5.29 Overall, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 16: Reduce the need to travel and promote more sustainable travel choices

5.30 The AAP has a strong focus on reducing the need to travel and promoting sustainable modes of transport, including walking and cycling connectivity, particularly via Policy 16: Sustainable Connectivity, Policy 18: Cycle Parking, Policy 19: Safeguarding for Public Transport and Policy 21: Street Hierarchy.

These policies will work together to achieve this objective, therefore cumulative significant positive effects (++) are expected for this SA objective.

In-combination effects

5.31 The SA has considered potential in-combination effects of the AAP with other relevant plans and projects. The key other plans relevant to the AAP are the adopted Cambridge Local Plan 2018, the adopted South Cambridgeshire Local Plan 2018 and, to the extent that it is appropriate to do so due to its early stage of development, the emerging Greater Cambridge Local Plan: Preferred Options 2021. The potential in-combination effects of the separate Development Consent Order project being taken forward by Anglian Water to relocate the WWTP to Anglian Water's preferred relocation site, on which the AAP is predicated, are also considered below, having regard to the stage the process has reached at the time of this assessment. Note that although the preferred relocation site has been subject to consultation, the DCO application has not yet been submitted at the time of writing. Given that the AAP is predicated on the relocation of the WWTP, the AAP will only proceed to Regulation 19 publication and consultation once the DCO has been granted.

5.32 The cumulative effects of the two adopted Local Plans were considered in their respective SAs prior to adoption, and both plans contain a policy allocating Cambridge Northern Fringe East for Development, and the South Cambridgeshire Local Plan also includes a policy regarding densification of the Science Park for redevelopment. However, the AAP adds considerable detail to the policies allocating NEC and specific cumulative effects need to be taken into account when preparing and implementing the AAP.

5.33 The adopted Local Plans propose a substantial amount of development in the wider area; at least 12 ha of employment land to accommodate around 22,100 new jobs and at least 14,000 additional dwellings in Cambridge City and 22,000 additional jobs and 19,500 additional homes in South Cambridge. This is likely to lead to further positive effects for SA objectives 11 (housing) and 14 (economy). There are also likely to be further, indirect effects for SA objectives

Chapter 5 Cumulative Effects of the Proposed Submission Area Action Plan

9 (health and wellbeing) and 12 (equality), due to increased employment and training opportunities, and access to decent housing, giving more people an increased quality of life.

5.34 The adopted Local Plans identify a large amount of development in and near to the northern part of Cambridge. This includes Land between Huntington Road and Histon Road Area of Major Change, West Cambridge Area of Major Change and Cambridge East (including an additional area safeguarded for future development). In addition, the area covered by the North West Cambridge Area Action Plan continues to be developed. The South Cambridgeshire Local Plan includes a new settlement at Bourn Airfield and major growth at Cambourne West, which are connected to NEC via the A428, which leads into the A14 corridor AQMA. These developments, along with development of Waterbeach new town and a substantial extension to Northstowe could generate movements between these developments and the AAP area, particularly in terms of people commuting to work. This is likely to increase traffic in the area, including along the A14 corridor, therefore adding to the negative effects identified for SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions). The large amount of development proposed in these plans could also have negative in-combination effects for SA objective 3 (water), as there will be a substantial increase in water demand in one of the driest parts of the country.

5.35 There are likely to be similar in-combination effects as outlined above of the AAP and the emerging Greater Cambridge Local Plan once this is adopted, i.e. in relation to SA objectives 2, 3 and 7. However, the Greater Cambridge Local Plan Preferred Options includes a number of policies seeking to increase public transport use and active travel and efficient water use. The emerging Greater Cambridge Local Plan, through the First Proposals, identifies a need for 44,400 new dwellings and 58,500 new jobs to 2041. Providing land to meet those needs is to be focused primarily in and around Cambridge city (including at the NEC site and also through allocations of the land safeguarded land at Cambridge Airport in the adopted local plans), as well as expanding Cambourne, which is expected to be served by a new railway station. The plan also proposes some development in more rural areas, including some village

Chapter 5 Cumulative Effects of the Proposed Submission Area Action Plan

growth, rural employment locations, and growth in the 'southern cluster', to the south and south east of Cambridge.

5.36 At time of writing Anglian Water has identified a preferred site for the relocation of Cambridge WWTP to the east of NEC and north of the A14. Although this is relatively close to the AAP area, in-combination effects are likely to be limited, given the separation of the A14 and the existing built-up nature of North East Cambridge. There is potential for negative in-combination effects with regards to water quality (SA objective 3), given the proximity of both sites to the River Cam, the potential for release of contaminants into waterbodies and ground water at North East Cambridge and the increased demand on wastewater as a result of development at North East Cambridge, and other housing/employment provision within the adopted Local Plans, and potentially the Greater Cambridge Local Plan. Adverse in-combination effects are also likely with regards to SA objective 6 (landscape), given that the density of development at North East Cambridge would be increased and the WWTP would bring some degree of urbanisation to the east of NEC, on the other side of the A14, which cumulatively, and along with development proposed in the emerging Greater Cambridge Local Plan, could detract from the setting of the historic city of Cambridge and affect views into and out of the city. There is potential for positive in-combination effects on SA objective 14 (economy) as the relocation of the WWTP may create new jobs in itself (although additional long-term employment opportunities are likely to be limited) and significant new job creation at North East Cambridge. While there may be carbon emissions resulting from construction of the new WWTP and embodied carbon in the construction materials, Anglian Water has committed to achieving an operationally net zero plant. As such, increases in carbon emissions from the WWTP are likely to be negligible, resulting in no in-combination effects in this regard. The effects of the WWTP itself will be considered in detail in the Environmental Impact Assessment (EIA) accompanying the DCO, which will include consideration of in-combination effects.

Table 5.1: Summary of SA effects for the policies in the North East Cambridge Area Action Plan

SA objective	SA 1	SA 2	SA 3	SA 4	SA 5	SA 6	SA 7	SA 8	SA 9	SA 10	SA 11	SA 12	SA 13	SA 14	SA 15	SA 16
AAP Policy																
Vision	0	+	0	0	0	0	++	0	+	0	++	++	++	++	++	++
Strategic Objective 1	0	+	0	+	++	+	++	+	+	+	0	+	++	+	+	++
Strategic Objective 2	++	0	0	0	0	++	+	0	++	0?	++	+	+	+	+	+
Strategic Objective 3	0	+/	0	0	0	0	+/	0	+	++	++	++	+	++?	+	+/
Strategic Objective 4	0	+	0	++	++	0	+	0	++	++	0	0	+	++?	+	++
Strategic Objective 5	0	+	0	+	+	0	++	0	++	++	0	+	++	++	+	++
Spatial Framework	++	+	+	+	+/ ?	++	+	+	++	+	++	+	++	++?	++	++
1: A comprehensive approach at NEC	+	++/- ?	0	+	++	+	++	+	++	+	++	+	+	++	++	++
2: Designing for the Climate Emergency	0	+	++	0	+	+	++	++	+	0	0	0	0	+	0	0
3: Energy and Associated Infrastructure	0	+	0	0	0	0	++	0	0	0	0	0	0	0	0	+

Chapter 5 Cumulative Effects of the Proposed Submission Area Action Plan

SA objective	SA 1	SA 2	SA 3	SA 4	SA 5	SA 6	SA 7	SA 8	SA 9	SA 10	SA 11	SA 12	SA 13	SA 14	SA 15	SA 16
AAP Policy																
4a: Water Efficiency	0	0	++	0	+	0	0	+	0	0	0	0	0	0	0	0
4b: Water Quality and Ensuring Supply	0	0	++	0	+?	0	0	0	0	0	0	0	0	0	0	0
4c: Flood Risk and Sustainable Drainage	0	0	+	0	+	+	0	++	+	0	0	0	0	+	0	0
5: Biodiversity and Net Gain	0	+	++	++	++	+	+	+	+	+	0	0	0	+	0	0
6a: Distinctive Design for North East Cambridge	0	0	0	0	+?	++	0	0	+	+	0	0	0	+	+	0
6b: Design of Mixed-Use Buildings	+	0	0	0	0	+	0	0	+	0	0	0	0	+	0	0
7: Creating high quality streets, spaces and landscape	0	+	+	0	++	+	+	+	+	0	0	+	0	0	0	+
8: Open Spaces for Recreation and Sport	+/?	+?	+	+/?	+?	+?	+?	+?	++	++	0	0	0	+?	0	+?
9: Density, Heights, Scale and Massing	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0	0
10a: North East Cambridge Centres	+	0	+	0	++	+	0	+	+	+	0	+	+	+	++	0

Chapter 5 Cumulative Effects of the Proposed Submission Area Action Plan

SA objective	SA 1	SA 2	SA 3	SA 4	SA 5	SA 6	SA 7	SA 8	SA 9	SA 10	SA 11	SA 12	SA 13	SA 14	SA 15	SA 16
AAP Policy																
10b: District Centre	+/?	+?	+?	0	+?	+/?	+	0	++	++	++	+	++	++	++	+
10c: Science Park Local Centre	?	+	0	0	+	+	++	+/?	+	++	+?	+	++	++	+	++
10d: Station Approach Local Centre	+++?	+?	0	-	++/-	+	+?	0	+	0	++	+	+	++	+	+++?
10e: Cowley Road and Greenway Local Centre	+	+/?	0	+	+	++	+	0	+	0	++	+	++	++	+	+
11: Housing design standards	0	0	0	0	0	0	0	0	+	0	0	++	0	0	0	0
12a: Business	++	+/?	0	-?	0	+	+	0	+	0	++	+	++	++	+	++
12b: Industry	++	+/?	0	0	-	-?	+/?	0	-?	0	+?	+?	+	++	+?	+
13a: Housing	+	+/?	0	-?	-	+	+	0	+	0	++	++	0	0	0	+
13b: Affordable Housing	0	0	0	0	0	+	0	0	+	0	++	++	0	0	0	0
13c: Housing for Local Workers	0	0	0	0	0	0	0	0	0	0	++	++	0	0	0	0
13d: Build to Rent	0	+	0	0	0	0	+	0	0	0	++	++	0	0	0	+
13e: Custom House Building	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0

Chapter 5 Cumulative Effects of the Proposed Submission Area Action Plan

SA objective	SA 1	SA 2	SA 3	SA 4	SA 5	SA 6	SA 7	SA 8	SA 9	SA 10	SA 11	SA 12	SA 13	SA 14	SA 15	SA 16
AAP Policy																
13f: Short Term/ Corporate Lets and Visitor Accommodation	?	+/	0	0	0	?	+/	0	0	0	-	+	0	++	0	++
14: Social, Community and Cultural Infrastructure	0	0	0	0	0	0	0	0	++	+	0	++	++	0	++	0
15: Shops and Local Services	0	+	0	0	0	+	+	0	+	0	0	0	++	++	+	+
16: Sustainable Connectivity	0	+	0	0	+	+	++	0	++	0	0	+	+	+	+	++
17: Connecting to the Wider Network	+	+	0	0	+?	+	++	0	+	0	0	+	+	+	+	++
18: Cycle Parking	0	+	0	0	0	+	+	0	+	0	0	+	+	+	+	++
19: Safeguarding for a Public Transport Interchange	0	+	0	0	0	+	+	0	+	0	0	+	+	+	++	++
20: Last Mile Deliveries	0	++	0	0	0	0	++	0	0	0	0	0	0	+	+	+
21: Street Hierarchy	0	++	0	0	0	+	++	0	+	0	0	+	+	+	0	++
22: Managing Motorised Vehicles	0	++/-	0	0	0	+	++/-	0	0	0	0	0	0	-	0	++/-
23: Comprehensive and Co-ordinated Development	0	+	0?	0?	+	+	+	+	++	++	0	+?	+?	0	+	+

Chapter 5 Cumulative Effects of the Proposed Submission Area Action Plan

SA objective	SA 1	SA 2	SA 3	SA 4	SA 5	SA 6	SA 7	SA 8	SA 9	SA 10	SA 11	SA 12	SA 13	SA 14	SA 15	SA 16
AAP Policy																
24a: Land Assembly	+	0	0	0	0	0	0	0	0	0	+	0	+	+	+	+
24b: Relocation	?	0	0	0	0	0	0	0	0	0	+	0	+	+/?	+	+
25: Environmental Protection	0	++	0	0	+	+	0	0	+	0	0	0	0	0	0	0
26: Aggregates and Waste Sites	+	+/?	0	0	?	?	+	0	+/?	0	0	0	0	0	0	0
27: Planning Contributions	0	+	+	0	+	0	+	+	+	+	++	+	+	++	++	+
28: Meanwhile Uses	+	0	0	0	0	+	0	0	+	0	0	+	+	+	+	+
29: Employment and Training	0	0	0	0	0	0	0	0	+	0	0	+	++	++	++	0
30: Digital Infrastructure and Open Innovation	+	+	0	0	0	+	++	+	+	0	0	+	+	++	++	++

Chapter 6

Monitoring and Recommendations

6.1 The SEA Regulations require that “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action” and that the environmental report should provide information on “a description of the measures envisaged concerning monitoring”.

6.2 Although national Planning Practice Guidance states that monitoring should be focused on the significant environmental effects of implementing a plan, monitoring is also required to enable local planning authorities to identify unforeseen adverse effects at an early stage and to enable appropriate remedial actions. Since effects which the SA expects to be minor may become significant and vice versa, monitoring measures have been proposed in this SA Report in relation to all of the SA objectives in the SA framework.

6.3 As the AAP is implemented and the likely significant effects become more certain, the Councils may wish to narrow down the monitoring framework to focus on those effects of the AAP likely to be significantly adverse.

6.4 A number of suggested indicators for monitoring the potential sustainability effects of implementing the AAP are set out below. This has drawn on the proposed monitoring framework in the AAP, where relevant. It is recommended that the monitoring framework for the emerging Greater Cambridge Local Plan also incorporates measures to monitor the effects of the AAP, including the measures listed below. It is noted that not all indicators will be based on datasets that are updated annually (such as census data) and therefore the frequency of monitoring will depend on the indicator.

6.5 The data used for monitoring in many cases will be provided by outside bodies, for example the Environment Agency. It is therefore recommended that

the Council remains in dialogue with statutory environmental consultees and other stakeholders and works with them to agree the relevant sustainability effects to be monitored and to obtain information that is appropriate, up to date and reliable.

Proposed Monitoring Indicators (those marked with an asterisk* are proposed in the AAP)

SA Objective 1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves

- Percentage of new development on brownfield land.

SA Objective 2. Improve air quality and minimise or mitigate against sources of environmental pollution

- NO2 emissions.
- PM10 and PM2.5 emissions.
- Percentage of residents owning a car, motorbike/moped or van.
- Travel to work methods.

SA Objective 3. Protect and where possible enhance the quality of the water environment

- Percentage of permissions where the condition of securing the water efficiency policy standards have been met (for residential and non-residential).*
- Percentage of water bodies at good ecological status or potential.
- Percentage of water bodies assessed at good chemical status.
- Number of planning permissions granted contrary to the advice of the Environment Agency on water quality grounds.
- Percentage or number of permitted developments incorporating SuDS.

SA Objective 4. Avoid adverse effects on designated sites and protected species

- Spatial extent of any designated sites within the plan area.
- Condition of the nearest sensitive receptors (where available).

SA Objective 5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces

- Percentage of permissions that set out how they will achieve 20% biodiversity net gain.*

SA Objective 6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character

- Percentage of new development on previously developed land.

SA Objective 7. Minimise impacts on climate change (including greenhouse gas emissions)

- Percentage of permissions meeting the net zero carbon buildings requirements.*
- Compliance with the Trip Budget.*
- Number of car parking spaces in permitted schemes (residential and non-residential).*
- Number of passenger journeys starting and ending at Cambridge North Station.*
- Passenger numbers on the Guided Busway.*
- Number of cycle parking spaces in permitted schemes (residential and non-residential).
- Number of delivery hubs permitted and completed.*
- Annual greenhouse gas emissions (carbon dioxide equivalent).
- Annual energy consumption (GWh/household).
- Percentage of energy supplied from renewable sources.
- Renewable energy capacity installed and permitted (by type) (Megawatt).
- Percentage of residents owning a car, motorbike/moped or van.
- Travel to work modes.

SA Objective 8. Reduce vulnerability to future climate change effects

- Number of permissions contrary to Environment Agency advice.*
- Percentage of permissions where the condition of securing the water efficiency policy standards have been met (for residential and non-residential).*
- Percentage or number of permitted developments incorporating SuDS.

SA Objective 9. Maintain and enhance human health and wellbeing and reduce inequalities

- Amount of new open spaces permitted (Ha).*
- Indices of Deprivation – Lower Super Output Area (LSOA) level.
- Hectares of accessible open space per 1000 population.

SA Objective 10. Improve the quantity and quality of publicly accessible open space

- Amount of new open spaces secured (Ha).*
- Hectares of accessible open space per 1000 population.
- Percentage or number of open spaces receiving Green Flag Award.

SA Objective 11. Ensure everyone has access to decent, appropriate and affordable housing

- Net additional homes permitted and completed.*
- Monitor housing mix by number of bedrooms.*

- Number of affordable homes permitted and completed.*
- Percentage of affordable homes by tenure permitted and completed.*
- Net additional Build to Rent dwellings permitted and completed.*
- Proportion of Build to Rent dwellings permitted and completed that are classified as affordable rent.*
- Number of self and custom build homes permitted on-site.*

SA Objective 12. Redress inequalities related to age, disability, gender, race, faith, location and income

- Net additional homes permitted and completed.*
- Monitor housing mix by number of bedrooms.*
- Number of affordable homes permitted and completed.*
- Percentage of affordable homes by tenure permitted and completed.*
- Number of self and custom build homes permitted on-site.*
- Percentage of wheelchair accessible homes permitted.*
- Indices of Deprivation – at the LSOA level.

SA Objective 13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)

- Percentage of eligible developments where Digital Infrastructure and Open Innovation Strategies were secured.*
- Amount of net floorspace for D1 and sui generis uses permitted and completed that fulfil a community or leisure use.*

SA Objective 14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy

- Amount of new employment floorspace permitted and completed by type (gross and net).*
- Number of Employment and Skills Plan secured through S106 agreements.*
- Amount of new retail and other town centre floorspace permitted and completed by type (gross and net).*
- Number of new businesses registered.

SA Objective 15. Support appropriate investment in people, places, communities and other infrastructure

- Amount of net floorspace permitted and completed for D1 and sui generis uses that fulfil a community or leisure use.*

- Amount of retail, leisure and office floorspace permitted.
- Indices of Deprivation – at LSOA level.

SA Objective 16. Reduce the need to travel and promote more sustainable travel choices

- Compliance with the Trip Budget.*
- Number of cycle parking spaces in permitted schemes (residential and non-residential).*
- Number of passenger journeys starting and ending at Cambridge North Station.*
- Passenger numbers on the Guided Busway.*Travel to work methods.
- Percentage of residents owning a car, motorbike/moped or van.

Recommendations

6.6 LUC appraised a draft version of the Draft AAP in 2020 and made a series of recommendations in relation to enhancing the positive effects and reducing the negative effects of the draft policies. These recommendations and the Councils' response to how they were addressed in the Draft AAP are summarised below.

6.7 Two additional recommendations were made at this stage for the Proposed Submission AAP:

- **Policy 4b: Water quality and ensuring supply** – the policy could require evidence that water supply will come from an environmentally sustainable source.
 - **Councils' response:** Policy 4b and the supporting text have now been updated with the requirement for all proposed development to

demonstrate that it will be served by an adequate supply of water that will not cause unacceptable environmental harm.

Vision

- **Recommendation:** The vision focuses on social and economic factors, with minimising carbon as the only environmental factor mentioned. Whilst environmental enhancement, such as green and blue infrastructure, biodiversity and water quality, is mentioned in the 'how vision will be delivered' text, it is recommended this is incorporated into the vision itself.
- **Councils' response:** Noted, however we think the vision should be a short, focused statement on the kind of place that will be created, and cannot address all the objectives and issues that should be addressed. This is why it is supported by a comprehensive set of strategic and sub objectives.

Objectives

- **Recommendation:** Whilst the objectives address many topics, they do not address water quality and quantity, therefore it is recommended this is explicitly referred to in the sub-objectives for Strategic Objective 1.
- **Recommendation:** The objectives refer to minimising climate change mitigation but only touch lightly on climate change adaptation. It is recommended that the sub-objective to Strategic Objective 1 '...embed the challenge of climate change resilience' is strengthened by rewording to 'ensure the NEC is resilient to the effects of climate change'. Similarly, the importance of climate change adaptation could be recognised in other objectives, for example with regards to ensuring the economy is resilient to this and minimising the effects of climate change on people's health.
- **Councils' response:** Although not specifically mentioned within the objectives, Objective 1 does allude to NEC achieving climate adaptable buildings. This may need to be further addressed after Reg. 19 consultation.

Spatial Framework

- **Recommendation:** Archaeological surveys should also be carried out prior to redevelopment of any part of the site.
- **Recommendation:** It is recommended that the effects of proposed development on the AQMA along the A14 Corridor should be subject to assessment, including through traffic and air quality modelling, and mitigated as appropriate. In addition, it is recommended soft landscaping is used along the A14 and alongside the railway (and any other significant sources of noise) to buffer the site from noise and air pollution. A construction environmental management plan should also be produced to avoid, minimise and mitigate environmental pollution in the construction phase. Furthermore, developers should be encouraged to register with The Considerate Constructors Scheme which includes guidelines for considering the impact on neighbours, and for protecting and enhancing the environment.
- **Recommendation:** Opportunities to improve habitat corridors through BOAs should also be realised as far as possible. Furthermore the recommendations set out in the Biodiversity Assessment should be included in the AAP.
- **Recommendation:** New and enhanced active travel routes (walking and cycling) should be fully segregated from each other and vehicular traffic to ensure a safe environment for all. Ideally, active travel links should be prioritised over roads and should be suitable for all users, including wheelchair users. Proposed interventions set out in the Transport Study should also be included.
- **Recommendation:** In terms of equalities, affordable housing provision should include a mix of type and tenure to meet local demand. Furthermore, a large proportion of employment opportunities should be available for local people.
 - **Councils' response:** A desktop archaeological survey has been undertaken as part of the Heritage Impact Assessment.

- Noise contours have helped inform the spatial framework. The Topic Paper on Environmental Health shows the relevant noise contour maps and this will further refine the plan going forward
- Many of these recommendations are validation requirements and will be requested as a matter of the development management process
- Soft landscaping will be part of the updated spatial framework plan.
- The A14 green buffer will be maintained.
- Policy 61 of the Cambridge City Council Local Plan covers archaeological advice.
- Policy 25 environmental protection now includes new text relating to the considerate construction scheme and identifies guidelines on minimising development impact of construction on neighbours and protection and enhancement of the environment.
- This is also covered in general policy in policy 61 of the Cambridge City Council Local Plan but might want to revisit as part of the outcomes of the HIA.
- Vast majority of the Ecology study recommendations have been incorporated into the framework plan.
- Active travel picked up in relevant chapters.
- Proposed transport interventions have been incorporated into the transport strategy.
- Affordable Housing should not be covered in spatial framework plan and tenure variety is incorporated in relevant policy.
- Employment policies have been amended for the Proposed Submission AAP, which seeks delivery of affordable workspace and training opportunities.

Policy 1: A Comprehensive Approach to North East Cambridge

- **Recommendation:** This policy reiterates the vision and much of what is set out in the Strategic Objectives but could be enhanced by specifically referring to the Strategic Objectives and requiring the measures set out in the objectives and sub-objectives to be brought forward.
- **Councils' response:** Recommendations have now been incorporated into the policy justification.

Policy 3: Energy and Associated Infrastructure

- **Recommendation:** It is recommended that additional text is added to promote local energy communities and local collaboration to encourage community ownership of any decentralised energy network opportunities that may arise from the Energy Masterplan. This will add significant positive effects for the longevity and vitality of the local economy and reduce inequalities.
- **Recommendation:** It is also recommended that the policy clearly states the key outcomes required as a result of implementing the energy masterplan, in terms of achieving net zero carbon emissions and energy efficiency.
 - **Councils' response:** Additional text has now been incorporated in to first paragraph of the justification for this policy.
 - Net zero carbon deliveries has now been incorporated into the policy as a result of the Sustainability Appraisal.
 - For the Proposed Submission plan, this policy and Policy 2 have been comprehensively updated, establishing clear requirements regarding net zero carbon buildings, and clear requirements regarding planning for energy infrastructure.

Policy 4b: Water Quality and ensuring supply

- **Recommendation:** The preferred policy could incorporate water recycling and rainwater harvesting, as set out in option D.
- **Councils' response:** These points are now addressed in Policy 4a water efficiency as a result of the Sustainability Appraisal.
- For the Proposed Submission plan, Policy 4a has also been strengthened to set stronger standards.

Policy 4c: Flood Risk and Sustainable Drainage

- **Recommendation:** It is recommended that the policy requires SUDS to be naturalised, where possible and therefore enhance green and blue infrastructure in NEC.
- **Councils' response:** The recommendation has now been incorporated in Part j of Policy 4c

Policy 5: Biodiversity and Net Gain

- **Recommendation:** It is recommended that the policy further emphasises that 10% is a minimum value and encourages a higher level of biodiversity net gain where possible.
- **Councils' response:** Minimum value has already been stipulated in the opening sentence. The encouraging element has now been incorporated into the justification after the NPPF paragraph as a result of the Sustainability Appraisal.
- For the Proposed Submission plan, the requirement for biodiversity net gain has been increased to 20%, and further detail has been included to make the policy more effective.

Policy 7: Legible Streets and Spaces

- **Recommendation:** It is recommended that additional text be added to ensure the policy emphasises the importance of the inclusion of native tree species being included on site.
- **Councils' response:** Policy 7 now states that native trees should be considered in the first instance as a result of the Sustainability Appraisal whilst it is also referenced in the justification to Policy 5: Biodiversity and Net Gain.

Policy 8: Open Spaces for Recreation and Sport

- **Recommendation:** It is recommended to combine Option D with the preferred policy as making provision for green space at a district size, including a number of walkable and cyclable neighbourhood level parks with large green corridors in common would have additional significant positive effects.
- **Councils' response:** The policy has been amended to differentiate district, neighbourhood and local open spaces and ensure these are interconnected and legible as a result of the Sustainability Appraisal. This is a step change in the way open space is being assessed and how it will be delivered. It has been identified within the policy and reasoned justification what is constituted as strategic open space and the types of spaces that are not. This will be a very different type of approach in assessing open space than using the city council's neighbourhood, district and local open space methodology. Additionally, the Spatial Framework sets out the distribution of open spaces across the AAP area in order to establish a comprehensive green network.
- For the Proposed Submission plan, revisions to the spatial framework have significantly increased open space provision.

Policy 9: Density, Heights, Scale and Massing

- **Recommendation:** The policy could require proposals to undertake a landscape and visual impact assessment and heritage impact assessment prior to development, to ensure that any key views in and out of the city are maintained. The policy could also add a requirement for proposals to ensure the settings of heritage assets are maintained and enhanced.
- **Councils' response:** These points around LVIA and HIA have already been incorporated in Policy 9 preceding the Sustainability Appraisal advice.

Policy 10b: District Centre

- **Recommendation:** It is recommended that the preferred policy is taken forward but ensures that consideration is given to townscape and to ensure that the market prioritises local businesses and people.
- **Councils' response:** This addition is now incorporated in 10b District Centre.
- For the Proposed Submission plan, the policy includes references to supporting creative industries, space for markets and gatherings, and which foster a vibrant community. Townscape issues are also addressed, although it does not seek to duplicate other policies.

Policy 10c: Science Park Local Centre

- **Recommendation:** If the local centre includes a logistics hub, the policy should encourage last mile deliveries to be undertaken by zero-carbon means.
- **Recommendation:** Development should maximise green infrastructure provision in order to adapt to the effects of climate change, including provision of green roofs and walls. The policy should require runoff rates to be kept at greenfield levels or below, and encourage the use of SUDS to achieve this.

- **Councils' response:** Logistics Hub/zero carbon now incorporated into policy 10c as a result of the Sustainability Appraisal.
- Second paragraph is already covered between policies 2 – 5. All centres should be consistent in their approach to delivering carbon efficiencies and suds and biodiversity and not differentiate standards between them.
- The Area Action Plan should be read as a whole. Many of the points raised are addressed by other policies in the plan, including issues regarding climate change.

Policy 10d: Station Approach

- **Recommendation:** The policy could be further enhanced by requiring high-quality walking and cycling connectivity to the rest of the AAP area and to the southwest of the sub-area.
- **Recommendation:** The area contains land with potential biodiversity value, therefore it is recommended a detailed ecological assessment is undertaken for this part of the site to identify the biodiversity value present and recommend a strategy for minimising loss and maximising biodiversity gain – this should be committed to in the policy.
- **Councils' response:** Points around high quality walking and cycling connectivity has already been covered under sustainable connection policy due to requirements of enhancement walking and cycling connectivity to centres.
- The second paragraph is already covered in policy 5 - biodiversity.

Policy 10e: Cowley Road and Greenway Local Centres

- **Recommendation:** It is recommended that additional text be added to the policy to require the neighbourhood centre to be an exemplar of how increased density of development can minimise contribution to climate

change. This could be through for example the implementation of sustainable construction practices and / or renewable energy technologies, for example solar PV panels on roofs. Denser development in a neighbourhood centre may also offer the opportunity for decentralised energy and district heating networks.

- **Councils' response:** Do not agree that the smallest centre should be exemplar, they should all be exemplary in terms of efficiencies, public realm, design.
- Solar panels, decentralised energy etc already covered under policy 2-4.
- The Area Action Plan should be read as a whole. Many of the points raised are addressed by other policies in the plan, including issues regarding climate change.
- For the Proposed Submission plan, policies regarding strengthened such the exemplar beyond these standards is not justified.

Policy 12a: Business

- **Recommendation:** It is recommended that the policy cross-refers to the requirement of Policy 25b (Environmental Protection) to prevent risks to adverse effects on health as a result of land contamination.
- **Councils' response:** Policy 12a Business now refers to Policy 25 Environmental Protection as a result of the Sustainability Appraisal.

Policy 13a: Housing

- **Recommendation:** Whilst the policy states that new dwellings should be accessible and adaptable, it could refer to relevant standards, including the requirement for all housing to meet at least Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and an appropriate proportion of housing to meet Building Regulation requirement M4(3) 'wheelchair user dwellings'.

- **Councils' response:** Policy 11 now refers to the Building Regulation standards under Approved Document M4.
- For the Proposed Submission plan, requirements have been updated to respond to the latest evidence regarding housing needs.

Policy 13f: Short Term / Corporate Lets and Visitor Accommodation

- **Recommendation:** With regard to landscape and townscape, the policy could require all visitor accommodation to be sympathetic to the character of the area.
- **Councils' response:** This is covered under policy 9 density, heights scale and massing. It is not considered necessary to add this point as the plan should be read as a whole.

Policy 14: Social, Community and Cultural Infrastructure

- **Recommendation:** It is recommended that additional text is added to the policy minimising the impact of development of community, cultural and leisure facilities on climate change. This could be through the implementation of sustainable construction practices and/or renewable energy technologies. The policy could also specify the need for high quality development that is sympathetic to the surrounding landscape and townscape. With regard to sustainable transport, the policy could specify that all facilities must be located in close proximity to sustainable transport links (e.g. bus stops and cycle ways). Additionally, the policy could explicitly state whether open space is considered to fall within the definition of social and community infrastructure or not. It is also recommended that the words 'Where possible' are removed from the final paragraph, in order to strengthen the policy's commitment to affordable facilities provision.

- **Recommendation:** It is noted that the policy safeguards land on the site to deliver a secondary school if needed. In many other parts of the country, developments of around 5,000 new homes would often require a secondary school to be provided. Therefore, as the NEC provides for over 8,000 homes, it is surprising that this is not the case for this site as well. It is therefore recommended that this evidence is checked to make sure it is robust.
- **Councils' response:** Policy 10a-10e District centres and Policy 176 Sustainable connectivity along with the spatial framework already cover sustainable transport.
- Open Spaces will be defined in a glossary to ensure there is a clear distinction with sport and recreation and community facilities. Open space is not considered a community facility, and it is considered within Policy 8 Open spaces for recreation and sport.
- Education evidence so far suggests that the strategy (which is still in development) does not conclude that a secondary school is required on site but instructs that land should be safeguarded in case it is required at a later date.
- For the Proposed Submission plan, education evidence including liaison with the Local Education Authority, indicates that a secondary school is required on site, and no longer needs to be safeguarded.
- The Area Action Plan should be read as a whole. Many of the points raised are addressed by other policies in the plan, including issues regarding climate change.

Policy 15: Shops and Local Services

- **Recommendation:** As required by the preferred policy, it is recommended that each of the centres includes some convenience food shopping, as this will reduce the need for residents to travel for day to day needs.
- **Recommendation:** The policy could do more to recognise the positive role community facilities (D2), particularly meeting places, can play in local

centres, as it would be beneficial for such uses to be located in areas where people can access easily and are likely to visit anyway.

- **Councils' response:** As a result of the Sustainability Appraisal points around convenience food shopping have been fully incorporated into Policy 15 shops and local services to avoid duplication.
- As a result of the Sustainability Appraisal additional wording in policy 10a criteria stipulates that facilities should be identified in the centres.
- D2 is already covered in Policy 14 and set out in the Spatial Framework and Land Use figure.

Policy 16: Sustainable Connectivity

- **Recommendation:** It is recommended that additional text is added to require active travel to be tied in with the green infrastructure network thereby providing additional positive effects for access to green spaces and wildlife habitats. Also, by including all green spaces within the site and around within the wider connectivity figure could help to show potential connections that should be executed through the policy.
- **Recommendation:** It is recommended that alternative options C and/or E are incorporated into the preferred policy, for example by requiring car free zones within NEC, as they are expected to have additional significant positive effects compared to the current preferred policy.
- **Councils' response:** The text has been amended in the policy as a result of the Sustainability Appraisal to include 'integrated with green and open space network'.
- The Spatial framework now shows new connections and the new landscape plan show wider network. New diagrams cover these points. These changes are all a result of the Sustainability Appraisal.
- Car free neighbourhoods is already within the policy text for Policy 22: Managing Motorised Vehicles. The policy is now tweaked to identify car free neighbourhoods as a suite of sustainable movement opportunities as a result of the Sustainability Appraisal.

Policy 17: Connecting to the Wider Network

- **Recommendation:** It is recommended that the policy requires active travel links to be tied in with the green infrastructure network thereby providing additional positive effects for access to green spaces and wildlife habitats.
 - **Councils' response:** This is already covered within Policy 17 - Connecting to the Wider Network and Policy 18: Cycle Parking
- **Recommendation:** It is recommended that cycle parking infrastructure be stationed throughout the area, but specifically in more deprived areas to encourage the use of active sustainable travel and allow for additional ways to access employment options, services and facilities.
 - **Council's response:** Wording now includes cycle parking infrastructure must be provided in a manner that is convenient to both new and adjacent residential and business communities as a result of the Sustainability Appraisal.

Policy 20: Last Mile Deliveries

- **Recommendation:** It is recommended that this policy strengthens its wording to require, rather than encourage, use sustainable modes of transport as the 'last mile' delivery. This will provide additional positive effects for the SA objectives discussed above.
 - **Councils' response:** This policy has now been amended to included stronger wording around sustainable modes.
 - For the Proposed Submission plan, the policy has been further strengthened, by stating that development proposals should be accompanied by a Delivery and Service Plan which demonstrates how delivery and consolidation hubs will serve the development and reduce vehicle trips within the area.
- **Recommendation:** It is recommended that text be added that requires at least part of the site to be car free, which would provide additional benefits to resident health and well-being, air pollution and combating climate

change. The user hierarchy could also be amended to include car sharing and electric vehicles at the same level as car share and taxis.

- **Councils' response:** New Policies 16 and 21 cover these points and were made prior to the Sustainability Appraisal. A user hierarchy is covered in the reasoned justification in policy 7.

Policy 22: Managing Motorised Vehicles

- **Recommendation:** It is recommended that the policy makes it clear that the trip budget and parking restrictions are maximum figures and that vehicle movements within NEC should be minimised as far as possible. It could also cross-refer to Policy 19.
- **Councils' response:** These points have already been covered under Policy 22 maximising motorised vehicles. It is felt that as Policy 19 is a proceeding policy no cross reference is necessary.

Policy 23 Comprehensive and Co-ordinated Development

- **Recommendation:** The policy could be strengthened to address the uncertainties highlighted in the assessment. For example, with regards to responding to the impacts of climate change, the policy could specify the need to include SuDS, green infrastructure and consider layouts that allow for temperature regulation. With regards to mitigating environmental constraints, the policy should refer to the mitigation hierarchy and be more specific about whether this relates to air, water, biodiversity, noise or landscape issues etc.
- **Recommendation:** The policy refers to biodiversity net gain but could be strengthened by specifying how this should be measured, e.g. through the DEFRA metric.
- **Councils' response:** This policy sets out the strategic delivery consideration for the site and is not intended to go into detail what

other policy will cover. For example DEFRA metric is covered in policy 5 – biodiversity.

- For the Proposed Submission plan, further detail has been added including updating the DEFRA metric that will be applied to biodiversity net gain.

Policy 24b: Relocation

- **Recommendation:** It is recommended that additional text be added to the policy which would help to mitigate the potential impact on those uses that would need to be relocated. This could form part of the Relocation Strategy and be in addition to the engagement with affected businesses. It could include the requirement for discussions to take place regarding the mitigation of disruption and the re-imburement of costs.
- **Councils' response:** Under b) we have included the following:
Engagement with affected business of occupiers Including distribution to existing users/tenants.
- Reimbursement is not a planning matter.

Policy 26: Aggregates and Waste Sites

- **Recommendation:** It is recommended that additional text is added to the policy on mitigating adverse effects on air quality, the landscape as a result of development, including the relocation of the Waste Transfer Station. This could include vehicle routeing, screening, consideration of topography and landscape character.
- **Councils' response:** Policy 26 now covers air quality as a result of the Sustainability Appraisal. Landscape mitigation is already covered under Policy 7.
- For the Proposed Submission plan Policy 26 has been revised, but continues to address environmental issues, including air quality, noise, and includes consideration of vehicle movements.

Policy 27: Planning Contribution

- **Recommendation:** Additional wording could be added to the policy to be clearer in what is covered by strategic infrastructure. For example this could include: open space, recreation and green infrastructure; drainage; active travel links; improvements to roads and public transport; funding for schools, training and community facilities; renewable energy and / or carbon offsetting.
- **Councils' response:** Open space is already covered in Policy 27 Planning Contributions. The policy now includes reference to education facilities, drainage training and community facilities and strategic public transport.
- For the Proposed Submission plan, the policy has been revised to provide clarity regarding the approach to infrastructure provision.
- The Proposed Submission plan is accompanied by an Infrastructure Delivery Study, which sets out infrastructure requirements and how they will be delivered.

Policy 29: Employment and Training

- **Recommendation:** In order to strengthen this policy, reference could be made to the specific groups that the employment, skills and training initiatives would be directed towards.
- **Councils' response:** Policy 29 – Employment and Training now includes local residents, students and apprentices as a result of the Sustainability Appraisal. Current evidence suggests there are no preferential group to direct initiatives towards.
- For the Proposed Submission plan Policy 29 – Employment and Training has been further refined for the proposed submission plan, to ensure opportunities are targeted to existing communities and priority groups.

Policy 30: Digital Infrastructure and Open Innovation

- **Recommendation:** It is recommended that the reasonable alternatives that set out the requirement for green roofs, natural cooling airflows and maximising a buildings off-grid potential, are incorporated into the policy, due to the additional positive effects that these measures add, particularly on SA objectives 5 (biodiversity), 7 (greenhouse gas emissions) and 8 (climate change resilience).
- **Councils' response:** Policy 30 – off grid energy potential and natural cooling airflow has now been covered in policy 30 as a result of the Sustainability Appraisal.
- For the Proposed Submission plan, this policy has been restructured to focus on digital infrastructure, but the issues are addressed by other policies.

Chapter 7

Conclusions and Next Steps

Conclusions

7.1 The Proposed Submission AAP and the reasonable alternatives considered during its preparation, have been subject to a detailed appraisal against the SA objectives, which were developed at the scoping stage of the SA process. The AAP makes provision for a substantial amount of housing and employment growth in North East Cambridge, through increased density of development, efficient use of land and use of the land currently occupied by the wastewater treatment plant. This is expected to make a substantial contribution to meeting the considerable local housing and employment needs. Furthermore, the AAP has a strong focus on moving towards net zero carbon emissions, including through creating a high quality, comprehensive sustainable transport network, including walking and cycling, as well as making the most of NEC's location next to the guided busway and the train station.

7.2 The AAP is expected to result in overall significant positive effects against the majority of SA objectives. For SA objectives 2 (air quality and pollution) and 7 (greenhouse gas emissions) these effects are mixed with a minor negative effect, as the large quantity of development coming forward in NEC is expected to increase energy and vehicle use to some extent, even if this is substantially lower per person than the surrounding area. The SA has highlighted, in particular, the risk of significant negative effects on air quality occurring, especially along the A14 Corridor AQMA, in combination with other developments to the north and east of Cambridge, if the trip budgets which the AAP seeks to achieve are exceeded in practice.

7.3 The alternative options generally performed worse than the preferred policies in the AAP. Most reasonable alternatives identified by the Council consist of removing or replacing one element of the policy. For example,

alternatives for sub-area policies included providing for a single use in the area, which would not bring the benefits that mixed-use development and provision of services and facilities in proximity to housing and workplaces will bring. The previous iteration of policies (i.e. from the 2020 Draft AAP) was also identified as a reasonable alternative for many policies. Whilst the wording of many of the preferred policies has been amended to improve the policy in terms of its effectiveness and sustainability, often this did not result in a change in the overall performance in relation to the SA objectives. However, when compared to the policies presented in the Draft AAP, the policies in the Proposed Submission AAP have generally been improved and strengthened by taking into account updated evidence and recommendations from the SA and Habitats Regulations Assessment. For most policies, a 'do nothing' option was also identified, which consists either of relying on existing Local Plan policies or the NPPF. Assessment of these options highlighted that existing Local Plan policies address many of the same issues as the AAP, but the AAP tends to go further and sets a stronger and more specific policy framework for the area, resulting in more positive, or more significant positive, effects.

Next Steps

7.4 To meet the requirements of the SEA Regulations, this SA Report and accompanying Non-Technical Summary will be published for consultation alongside the Proposed Submission Area Action Plan. The AAP, SA and consultation responses will then be submitted to the Secretary of State for Examination, along with a range of other supporting evidence. Any proposed modifications to the AAP identified through this process will need to be screened for their implications for SA and further SA work undertaken, where necessary.

LUC

November 2021

Appendix A

Consultation Responses

Consultation comments received on the SA of the Draft AAP (July 2020)

Natural England

- Based on the information provided in the AAP, and the findings of the Habitats Regulations Assessment (HRA) and Sustainability Appraisal (SA), Natural England's overarching advice is that further evidence is required to demonstrate that there is sufficient greenspace provision and water supply / waste water treatment capacity to meet the demands of this scale of development without adverse impact to the natural environment. Our advice is made in the context of the adverse environmental impacts already occurring to meet the recreational and water / waste water needs of the existing population.
 - **SA Team comment** : Noted
- The assessment and recommendations / mitigation will need to be updated as the AAP policies evolve and to take into account the findings and mitigation recommendations of the outstanding environmental assessments and further revised HRA.
 - **SA Team comment**: SA is an iterative process and the document will be updated at each relevant stage of the AAP preparation. This includes accounting for any updated HRA work.
- The SA highlights the risk of significant negative effects on air quality particularly along the A14 Corridor, in combination with other developments to the north and east of Cambridge, if the trip budgets which the AAP seeks to achieve are exceeded in practice.

Appendix A Consultation Responses

- **SA Team comment:** Noted. Note that the SA is carried out on the assumption that the policies within the AAP will be enforced.
- General Comment - The SA will need to be updated with the HRA findings which include significant cumulative negative effects on protected habitats and species based along with any recommendations in due course. Mitigation measures will need to be detailed in the AAP and their delivery secured through robust policies.
- **SA Team comment:** SA is an iterative process and the document will be updated at each relevant stage of the AAP preparation. This includes accounting for any updated HRA work.
- Generally support findings, however, should not defer negative or uncertain effects on protected habitats and species, including Milton Road Hedgerows City Wildlife Site and Bramblefields LNR to detailed proposals stage
- **SA Team comment:** Effects on these sites have been considered in the SA. The SA simply recognises that there is some uncertainty associated with these effects, as the nature and extent of effects depends on the detailed design and therefore cannot be assessed with more certainty until such detail is known.
- General Comment – SA omitted consideration of impacts to Chippenham Fen Ramsar site and to the National Trust’s Wicken Fen Vision Area.
- **SA Team comment:** The SA has drawn on the HRA when considering likely effects on internationally important wildlife sites, including Ramsar sites. It is agreed that, for clarity, Chippenham Fen Ramsar site should have been specifically referred to in paragraph 5.9. Future iterations of SA will consider any updated HRA work and update the wording as appropriate.
- The Wicken Fen Vision is a long-term, strategic vision for an extensive area that includes the Wicken Fen Ramsar and Fenland SAC and extends south to the A14. The SA Team contacted Natural England, and subsequently the National Trust, to further discuss links between the Vision Area and the AAP. The National Trust clarified that the most relevant part of the Vision for the AAP is the aim to improve

recreational access to the land in the southernmost part of the Vision Area. Policy 17: Connecting to the Wider Network in the Proposed Submission AAP requires development to contribute to improve connections between the AAP and the wider countryside. Furthermore, other Council initiatives, such as the Green Infrastructure Opportunity Mapping (2021) [See reference 5] are expected to improve recreation links in the surrounding area, including within the Wicken Fen Vision Area.

Environment Agency

- The question of whether there are reasonable prospects for an environmentally sustainable supply of water during this period needs to be considered holistically at plan assessment stage and through SA/SEA.
- **SA Team comment:** The SA recognises the water scarcity in the area and the challenge of supply. The baseline is updated for each iteration of the SA, including any updates to WRMPs, which inform SA assessments, including the assessment of cumulative effects of the plan as a whole. Policy 4b: Water Quality and Ensuring Supply' has been updated with the requirement for all proposed development to demonstrate that it will be served by an adequate supply of water that will not cause unacceptable environmental harm. This has been recognised in the updated appraisal of this policy.
- Policy 4a water efficiency: It is noted that the preferred policy may help promote greater water efficiency for non-residential water use across the site and consideration of water recycling and grey water recycling is welcomed. However given constraints in the Building Regulations, the report acknowledges that it will not necessarily change the residential use as this is set by the local plan and can't be set below 110l/p/d for mains water use. It is unclear as to why significant positive effects are expected against objective 3 for both the preferred policy and the existing policy as more water overall will be taken from the Environment as a result of this development. Measures to promote/require greater water efficiency and water quality improvements are welcomed, but are unlikely to be overall significant benefit on their own unless considered in parallel with a new

Appendix A Consultation Responses

Wastewater works which is still be planned and probably cannot be considered.

- For the preferred policy 'Minor positive effects are expected against SA objective 8 as improving water efficiency will help adapt to lower water availability which is likely to occur as a result of climate change'. As above, although water efficiency measures are welcomed, any positive impact this may achieve will be very small in context of more water being needed overall as a result of the development locking in new water consumption. This will therefore be a negative score.
- **SA Team comment:** Chapter 4 of the SA assesses each policy on its own merits. Policy 4a does not allocate any development and therefore, taken alone, simply promotes water efficiency and would not result in any development.
- The cumulative effects of the Draft Area Action Plan as a whole are set out in Chapter 5. The overall increase in abstraction is noted and will be reflected in the discussion of cumulative effects in the next iteration of SA.
- Policy 4b water quality and ensuring supply:
- (same objectives SA 3 and 8 as for policy 4a). 'the preferred option is expected to have significant positive effects on SA objective 3.....The policy states that a water quality risk assessment will be required and secured through a planning obligation and developers will need to demonstrate that proposed developments will have an adequate supply of water.....' Whilst water quality aspects could have a positive effect on water environment (see Fen Road opportunity below), we disagree that the current 4b's requirement for developers to demonstrate that proposed developments will have an adequate supply of water, will ensure that this water comes from an environmentally sustainable source.
- **SA Team comment:** Policy 4b: Water Quality and Ensuring Supply' has been updated to emphasise the need for development not to adversely affect the environment as a result of water abstraction for supply. This has been recognised in the updated appraisal of this policy.

Historic England

- Historic England did not make any specific comments on the SA. However, it highlighted the need to consider:
 - The impact of building heights and density on the historic environment, suggesting densities and heights proposed are in contrast to the historic character of the area.
 - Potential for SUDS to damage waterlogged archaeology.
 - Need for flexibility in employment space as a result of changes to employment trends/preferences as a result of the Covid-19 pandemic.
 - Suggested including a specific historic environment policy and reference to the historic environment in the strategic objectives.
 - **SA Team comment:** Noted. Effects on the historic environment are considered under SA objective 6: landscape and townscape. Policy 4c: Flood Risk and Sustainable Drainage has now been updated to acknowledge potential effects of SuDS on buried archaeology and seeks to avoid any such damage. This has been reflected in the updated appraisal.

The Wildlife Trust

- The Wildlife Trust did not make any specific comments on the SA. However, it suggested that the AAP does not provide for sufficient greenspace for both recreation and biodiversity. The Trust is concerned that residents may travel elsewhere to access this, contributing to emissions of greenhouse gases and air pollutants, as well as increased recreation pressure at ecologically sensitive sites.
 - **SA Team comment:** Noted.

RSPB

- The RSPB did not make any specific comments on the SA. However, RSPB highlights its ambition for 20% biodiversity net gain and carbon neutrality for new developments in the Oxford-Cambridge Arc. RSPB also suggests long-term monitoring plans should be established for all green infrastructure and habitat creation, to be funded in perpetuity.
- Whilst the RSPB supports the AAP vision, it raises the following concerns:
 - Limited green space and green infrastructure provision, along with large areas of hard landscaping. This could lead to adverse health outcomes and increased pressure on nearby biodiversity sites, as well as increased car travel to access green space elsewhere.
 - Potential for major transport infrastructure to affect health and quality of life through noise and atmospheric pollution.
 - Concerns that principles of the key objectives will be ‘designed out’ at the planning application stage, particularly where wording such as ‘where reasonably practical’ is used.
 - Encourage blue-green roofs, walls and on-site renewable energy generation (including solar panels and solar street lighting) and water re-use.
 - Suggest a greater emphasis on water efficiency is needed.
 - **SA Team comment:** Noted

Other

- SA/SEA should assess relocation of WWTP and not defer it to the DCO process
 - **SA Team comment:** Whilst the AAP assumes the WWTP will be relocated, it does not include a policy to relocate the WWTP or allocate a site for relocation, therefore the relocation is not part of the AAP itself.

Appendix A Consultation Responses

- Now a preferred location for the WWTP has been identified by Anglian Water, the SA can consider potential in-combination effects of the AAP and relocated WWTP in more detail. In addition, alternatives to relocating the WWTP, identified by the Council in conjunction with Anglian Water, will be assessed through the SA. It should be noted that there is continuing uncertainty regarding relocation of the WWTP until development consent is granted for any relocation. This is now recognised as a difficulty in the SA Report.
- SA/HRA have not considered the cumulative impacts of other plans and projects in assessing NECAAP
 - **SA Team comment:** An assessment of in-combination effects with other plans and programmes is set out from paragraph 5.31 of the SA Report.
- SEA/SA has not considered reasonable alternatives regarding the WWTP, including assessing on-site reconfiguration/upgrading of WWTP and options that do not rely on relocation of WWTP. The SA should identify reasons for options being discounted.

WWTP

- **SA Team comment:** The alternatives to relocating the WWTP, identified by the Council in conjunction with Anglian Water, will be assessed through the SA, with a summary of the Councils' reasons for selecting or discounting each option.
- Difference in approach of how the WWTP is considered to that of the Veolia Waste Transfer Station
 - **SA Team comment:** It is assumed this relates to the assessment of an option to retain the waste transfer station on-site. As stated above, the alternatives to relocating the WWTP, identified by the Council in conjunction with Anglian Water, will be assessed through the SA, with a summary of the Council's reasons for selecting or discounting each option.
- There is uncertainty over the scoring of the WWTP as the relocation site is outside of the AAP boundary

Appendix A Consultation Responses

- **SA Team comment:** Noted. Whilst the AAP assumes the WWTP will be relocated, it does not include a policy to relocate the WWTP or allocate a site for relocation, therefore the relocation is not part of the AAP itself. Now a preferred location has been identified, the SA can consider potential in-combination effects of the AAP and relocated WWTP in more detail.
- Unsustainable to move WWTP to a greenfield site due to impacts on wildlife/SSSI
 - **SA Team comment:** Whilst the AAP assumes the WWTP will be relocated, it does not include a policy to relocate the WWTP or allocate a site for relocation. Now a preferred location has been identified, the SA can consider potential in-combination effects of the AAP and relocated WWTP in more detail. It should be noted that not all greenfield sites are of biodiversity value and effects depend on the exact location and design of development.
- SA does not commit provision for the new WWTP or sufficient sewerage treatment work or wastewater capacity to supply the demand identified in the AAP
 - **SA Team comment:** The role of the SA is to assess the likely sustainability effects of the plan, therefore it is outside the scope or influence of the SA to commit to this. As set out in the baseline information, 'it is not expected that wastewater treatment will be a constraint to growth in Cambridge, as Anglian Water has made a commitment to upgrade their existing WRC to meet the city's growth needs up to 2031.'
- Assessments, recommendations, mitigation and cumulative impacts will need updating over time.
 - **SA Team comment:** SA is an iterative process and the document will be updated at each relevant stage of the AAP preparation.
- Air quality impacts on the A14 corridor will worsen if trip budgets exceed what is proposed in NECAAP.
 - **SA Team comment:** Noted. Note that the SA is carried out on the assumption that the policies within the AAP will be enforced.

- Impacts on Milton Rd hedgerow city wildlife site Bramblefields LNR impacts should be considered now not at detail design stages.
 - **SA Team comment:** Effects on these sites have been considered in the SA. The SA simply recognises that there is some uncertainty associated with these effects, as the nature and extent of effects depends on the detailed design and therefore cannot be assessed with more certainty until such detail is known.

Consultation comments received on the Interim SA for the North East Cambridge AAP Issues and Options 2019 (consultation ended in March 2019)

Representation ID: 32513 - Dr Jason Day

- In peak periods, parts of the network frequently operate at or near capacity' should be changed to reflect a more realistic view, Milton Road, Green End Road, and Kings Hedges Road are heavily congested during peak periods, and are massive sources of pollution.
- The substantial increase in vehicle traffic that will occur from having a large development built in the middle of this needs serious thought. If not, we will experience significant additional delays and frustration, with economic and health implications. The development should have little or no provision for commuting by car.
 - **LUC's response:** The SA considers effects on air quality through SA objective 2, effects on climate change through SA objective 7 and travel and transport modes through SA objective 16.

Representation ID: 33243 – Mrs Clare Hargraves

- Encourage the building of new homes immediately.
- Plan a site for a secondary school as part of the current sewage works land.
 - **LUC's response** - Comment seems to give suggestions for the AAP itself, rather than the SA.

Representation ID: 33464 – Environment Agency

- We appreciate that the SA is in interim stage and welcome the consultation.
- We welcome the fact that primary sustainability objectives relate to ensuring that the protection of people and wildlife from flooding and pollution is sustained and improved. Climate change is also listed as a long term context to plan for.
- We consider this especially important for the context because the sole purpose of the existing site is to protect people and wildlife from flooding and serious health risks from the Cambridge's foul water.
- Clearly, displacing that infrastructure poses an enormous potential risk to the sustainability of Cambridge and the River Cam. A redevelopment is a once in a few generations opportunity to sustainably plan the relocation. Given the scale of the risks, all options should be robustly tested with a high degree of certainty before the AAP commits to irreversible directions or decisions. We therefore recommend that suitable weight is afforded to these water, health and climate change objectives, and that the AAP tackles the relocation and related phasing.
- SEA: Missing Issue: Relocation options and implications

Appendix A Consultation Responses

- There is a section aimed at relocating existing industrial uses, but no apparent substantive consideration of the issues, options and impacts of relocating Milton WRC itself. This is most likely to be the biggest direct and indirect water impact of all, and is a highly significant impact in any event, pre-mitigation. Our advice is very clearly that the impact of relocation is potentially highly significant, and that it falls to be appraised as an impact arising from the plan. It also features cumulative effects with other projects, such as Waterbeach New Town. The SEA/SA should address this.
 - **LUC's response:** Support for the sustainability objectives is noted.
 - The relocation of Milton Water Recycling Centre is expected to make the land available for the proposals in the AAP, but is not part of the AAP itself. The relocation of the WRC will require a Development Consent Order (DCO), as a Nationally Significant Infrastructure Project (NSIP). Alternative relocation options will be considered through that process. The SA of the draft AAP describes the context of the relocation of the WRC and the mechanism by which the effects of relocation will be assessed.

Representation ID: 33164 – Natural England

- Natural England is satisfied that the Interim Sustainability Appraisal (SA) objectives and framework generally accord with the requirements of the Planning and Compulsory Purchase Act 2004 and the Strategic Environmental Assessment (SEA) Regulations. The SA seeks to address the effects of the AAP on key aspects of the natural environment including designated sites, biodiversity, landscape, green infrastructure and soils. The assessment and recommendations / mitigation will need to be updated as the AAP policies evolve and to take into account the findings and mitigation recommendations of the outstanding environmental assessments.
- Other advice: Priority habitats, ecological networks and priority / protected species populations: The AAP should be underpinned by up to date environmental evidence including an assessment of existing and potential

components of local ecological networks. This assessment should inform the Sustainability Appraisal, ensure that land of least environment value is chosen for development, and that the mitigation hierarchy is followed and inform opportunities for enhancement as well as development requirements for particular sites.

- **LUC's response** - The SA assessments and recommendations will be updated in each iteration of the report, as the APP evolves.
- The SA provides baseline information informed by the Councils' evidence base, which will be updated in future iterations of the report. A biodiversity assessment was undertaken for the AAP area, which has been considered in preparing the SA. However, SA is a strategic process and therefore does not consider the level of detail set out in the biodiversity assessment.

Consultation comments received on the Interim SA for the Northern Fringe East AAP Issues and Options 2014 (consultation ended in February 2015)

Representation ID: 29367 - Stagecoach

- Options 2, 3 and 4 show heavy goods vehicle access through the middle of my property. With the planned expansion of public transport as part of the City Deal, how do you propose we achieve this without a bus depot?
- If we are to be relocated who pays for the building for the new bus depot?
 - **LUC's response:** This comment relates to the details of taking forward the options identified by the Council. It does not specifically refer to the SA.

Consultation comments received on the SA Scoping Report for the Cambridge Northern Fringe East Area Action Plan (consultation ended September 2014)

Respondent: Natural England

- Recently updated National Character Area Profiles (NCAs) contain a broad range of information which can be used to underpin sustainable decisions, including a description of ecosystem services provided in each character area. Additionally, they identify opportunities for positive environmental change and provide the best available information and evidence as a context for local decision making and action.
- **Environ response to representation as presented in the Scoping Report Addendum (2015)** - Information from the relevant NCA profile: 88 (Bedfordshire and Cambridgeshire Claylands) has been added to the updated baseline data table and will be used to inform the assessment.
- NCA profile 88 (Bedfordshire and Cambridgeshire Claylands) identifies improvements to green infrastructure within urban areas that link natural and semi-natural environments as a strategic environmental objective (SEO3). This should be considered when developing SA environmental objectives and assessing the area action plan against them.
- **Environ response to representation as presented in the Scoping Report Addendum (2015)** - Information from the relevant NCA profile: 88 (Bedfordshire and Cambridgeshire Claylands) has been added to the updated baseline data table and will be used to inform the assessment. The statement environmental opportunity (SEO3) in the

Appendix A Consultation Responses

NCA Profile 88 has been added to the list of policy objectives which the plan should consider.

- Natural England welcomes the identification of the Brownfield and Built Environment Action Plan (part of the BAP) within the relevant plans and programmes, and the First Public Drain, Bramblefields and Chesterton Sidings as areas of ecological importance which should be protected, enhanced and incorporated within the wider ecological/GI network.
- **Environ response to representation as presented in the Scoping Report Addendum (2015) - Noted**

Respondent: English Heritage [See reference 6]

- EH's guidance document 'Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment' sets out detailed information on scoping, relevant plans, programmes and policies and gives general pointers to baseline information. Answers to the questions and guidance on the sections found in the scoping report can be found in this document.
- **Environ response to representation as presented in the Scoping Report Addendum (2015) - Noted.** This document has been reviewed and will be used to inform the SA process with regards to heritage assets.
- Landscape, Townscape and cultural heritage. That there are no designated heritage assets (conservation areas, listed buildings, registered parks and gardens, scheduled monuments) within the AAP area is correct. Designated heritage assets outside the AAP in the adjoining area should be shown on the maps in Annex A. The site may include undesignated heritage assets, particularly buried archaeology, and the County Archaeologist, along with the Historic Environment Record, will be best placed to advise on this.
- **Environ response to representation as presented in the Scoping Report Addendum (2015) - Impacts on heritage assets outside the**

Appendix A Consultation Responses

AAP boundary will be taken into account in both the plan preparation and its assessment.

- The potential for buried archaeology is acknowledged in the baseline information for the AAP. There is no known buried archaeology in the AAP.
- English Heritage considers that for an SEA/SA to meet the requirements of the SEA Directive to assess impacts on cultural heritage, it needs to include a specific objective: 'conserve and enhance the historic environment, heritage assets and their settings'.
- The proposed Sub- Objective/Decision making question should therefore be reworded to read:
- 'Will it conserve and enhance the historic environment, heritage assets and their settings through appropriate design and scale of development'.
- Environ response to representation as presented in the Scoping Report Addendum (2015) - The SEA Directive (and Regulations) does not prescribe a method of assessment and therefore does not require the use of objectives in assessment.
- Objectives-led SEA is a matter of English SEA/SA practice. The SEA Directive requires that the likely significant effects on issues such as cultural heritage are identified, described and evaluated.
- The relevant sub objective/ decision-aiding question has been amended to that suggested by EH.
- Additional comment from LUC: In this urban location, the historic environment is closely related with townscape in this location and therefore potential impacts on heritage assets have been considered through SA objective 6 (landscape and townscape). As such, the SA framework used in previous iterations of the SA has been retained, but we have ensured that historic environment considerations have been taken into account.

Respondent: Environment Agency

- No response received.

Appendix B

Relevant Plans, Policies and Programmes

Population, Health and Wellbeing

International

B.1 United Nations Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (the 'Aarhus Convention') (1998): Establishes a number of rights of the public (individuals and their associations) with regard to the environment. The Parties to the Convention are required to make the necessary provisions so that public authorities (at national, regional or local level) will contribute to these rights to become effective.

B.2 United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002): Sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

National

B.3 National Planning Policy Framework (NPPF) [\[See reference 7\]](#) sets out the following:

Appendix B Relevant Plans, Policies and Programmes

- The NPPF promotes healthy, inclusive and safe places which promote social integration, are safe and accessible, and enable and support healthy lifestyles.
- One of the core planning principles is to “take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community”.
- Local plans should “contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible”. To determine the minimum number of homes needed strategic policies should be informed by the application of the standard method set out in national planning guidance, or a justified alternative approach.
- “A network of high quality open spaces and opportunities for sport and recreation is important for the health and well-being of communities”.
- “Good design is a key aspect of sustainable development” and requires development supported by planning decisions to function well and add to the overall quality beauty and sustainability of the area over its lifetime. Planning decisions should result in development which is of a quality which incorporates good architecture and appropriate and effective landscaping as to promote visual attractiveness, raises the standard more generally in the area, and addresses the connections between people and places.
- The promotion of retaining and enhancing of local services and community facilities in villages, such as local shops, meeting places, sports, cultural venues and places of worship.
- Developments should create safe and accessible environments where crime and disorder, and fear of crime, do not undermine quality of life or community cohesion.
- There is a need to take a “proactive, positive and collaborative approach” to bring forward development that will “widen choice in education”, including sufficient choice of school places.
- Paragraph 72 states that “The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and

Appendix B Relevant Plans, Policies and Programmes

towns, provided they are well located and designed and supported by the necessary infrastructure and facilities (including genuine choice of transport modes)". As such the NPPF provides support for the identification of locations which are suitable for this type of development in a manner which would help to meet needs identified in a sustainable way.

B.4 National Planning Practice Guidance (PPG) [See reference 8] sets out the following:

- Local planning authorities should ensure that health and wellbeing, and health infrastructure, are considered in local and neighbourhood plans and in planning decision making.

B.5 Select Committee on Public Service and Demographic Change Report: Ready for Ageing? [See reference 9]: warns that society is underprepared for the ageing population. The report states that "longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises". The report highlights the under provision of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.

B.6 Fair Society, Healthy Lives [See reference 10]: Investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is "overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities".

B.7 Laying the foundations: a housing strategy for England [See reference 11] : Aims to provide support to deliver new homes and improve social mobility.

B.8 Homes England Strategic Plan 2018 to 2023 [See reference 12]: Sets out a vision to ensure more homes are built in areas of greatest need, to improve affordability, and make a more resilient and diverse housing market.

Appendix B Relevant Plans, Policies and Programmes

B.9 Planning for the Future White Paper [\[See reference 13\]](#): Sets out a series of potential reforms to the English planning system, to deliver growth faster. The White Paper focuses on the following:

- Simplifying the role of Local Plans and the process of producing them.
- Digitising plan-making and development management processes.
- Focus on design, sustainability and infrastructure delivery.
- Nationally determined, binding housing requirements for local planning authorities to deliver through Local Plans.

B.10 The Housing White Paper 2017 (Fixing our broken housing market) [\[See reference 14\]](#) sets out ways to address the shortfall in affordable homes and boost housing supply. The White Paper focuses on the following:

- Planning for the right homes in the right places – Higher densities in appropriate areas, protecting the Green Belt while making more land available for housing by maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements.
- Building homes faster – Improved speed of planning cases, ensuring infrastructure is provided and supporting developers to build out more quickly.
- Diversifying the Market – Backing small and medium-sized house builders, custom-build, institutional investors, new contractors, housing associations.
- Helping people now – supporting home ownership and providing affordable housing for all types of people, including the most vulnerable.

B.11 Public Health England, PHE Strategy 2020-25 [\[See reference 15\]](#): identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

Appendix B Relevant Plans, Policies and Programmes

B.12 Healthy Lives, Healthy People: Our strategy for public health in England [See reference 16]: Sets out how the Government's approach to public health challenges will:

- Protect the population from health threats – led by central government, with a strong system to the frontline.
- Empower local leadership and encourage wide responsibility across society to improve everyone's health and wellbeing, and tackle the wider factors that influence it.
- Focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework.
- Reflect the Government's core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier.
- Balance the freedoms of individuals and organisations with the need to avoid harm to others, use a 'ladder' of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.

B.13 A Green Future: Our 25 Year Plan to Improve the Environment [See reference 17]: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. It identifies six key areas around which action will be focused. Those of relevance to this chapter are; using and managing land sustainably; and connecting people with the environment to improve health and wellbeing. Actions that will be taken as part of these two key areas are as follows:

- Using and managing land sustainably.
- Embed an 'environmental net gain' principle for development, including housing and infrastructure.
- Connecting people with the environment to improve health and wellbeing.

Appendix B Relevant Plans, Policies and Programmes

- Help people improve their health and wellbeing by using green spaces including through mental health services.
- Encourage children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
- 'Green' our towns and cities by creating green infrastructure and planting one million urban trees.

Sub-national

B.14 Homes for our future: Greater Cambridge Housing Strategy 2019-2023

[See reference 18]: Sets out the strategic direction for housing activity in Cambridge City and South Cambridgeshire District. Its purpose is to set the context as to how both councils aim to meet the housing challenges facing the area, setting out key priorities for action. These include:

- Increasing the delivery of homes, including affordable housing, along with sustainable transport and other infrastructure, to meet housing need.
- Diversifying the housing market & accelerating housing delivery.
- Achieving a high standard of design and quality of new homes and communities.
- Improving housing conditions and making best use of existing homes.
- Promoting health and wellbeing through housing.
- Preventing and tackling homelessness and rough sleeping.
- Working with key partners to innovate and maximise resources available.

B.15 South Cambridgeshire Empty Homes Strategy 2012-2016 **[See reference**

19]: Aims to clearly set out: the current situation of empty homes in South Cambridgeshire; their work so far to bring empty homes back into use; their future priorities for tackling empty homes; when they will achieve this; and how.

Appendix B Relevant Plans, Policies and Programmes

B.16 South Cambridgeshire Homelessness Strategy 2018-2023 **[See reference 20]**: Identifies four themes that need to be taken forward over the 5 year period: working closer with partner agencies to prevent homelessness; new private rent initiatives; access to information; and access to accommodation and support.

B.17 Cambridge Anti-Poverty Strategy 2020-2023 **[See reference 21]**: Aims to help people living on low incomes, strengthening families and communities more likely to experience poverty, promote an inclusive economy, address the high cost of housing and improve health outcomes for people on low incomes.

B.18 Cambridgeshire Strategy for Supporting New Communities **[See reference 22]**: Sets out three visions that provide the foundation to the strategy:

- Ensure that infrastructure in new communities is designed to meet the needs of the community now and in the future.
- Support the development of a self-supporting, healthy and resilient community by helping to build people's capacity to help themselves and others in order to create a good place to live, improve outcomes, support economic prosperity and make people less reliant on public services.
- Ensure that where people's needs are greater than can be met within community resources they are supported by the right services and are helped to return to independence.

B.19 Greater Cambridge Sustainable Design and Construction SPD (2020) **[See reference 23]**: Produced to provide guidance on the policies within the adopted 2018 Cambridge and South Cambridgeshire Local Plan that relate to sustainability.

B.20 The Greater Cambridge Green Infrastructure Opportunity Mapping, Baseline Report (2020) **[See reference 24]**: Provides a robust evidence base on the quantity and quality of existing GI assets and networks with Greater Cambridge, and identifies specific and deliverable opportunities to enhance and expand the network. The Greater Cambridge Green Infrastructure Opportunity Mapping, Part 2 (2021) **[See reference 25]**: Identifies deliverable interventions

Appendix B Relevant Plans, Policies and Programmes

to enhance the GI network. This includes 14 Strategic Initiatives, including enhancement of the River Cam corridor, enhancement of the Eastern fens and a new strategic green space to the north of Cambridge.

B.21 South Cambridgeshire Recreation and Open Space Study (2013) **[See reference 26]**: Provides an audit of the quantity and quality of existing provision in the district and assesses the need for future provision. An updated open space study is currently being prepared.

B.22 Cambridge Open Space and Recreation Strategy (2011) **[See reference 27]**: Discusses the findings of the Open Space and Recreation Assessment. It breaks the information down by ward and provides data on the deficits in each ward and the ward's strengths and weaknesses in terms of open space provision. It also discusses the level of provision proposed in the urban extensions to the City, which have not been assessed in this Strategy, as they have not yet been delivered on site. An updated open space strategy is currently being prepared.

B.23 Greater Cambridge Playing Pitch Strategy 2015-2031 **[See reference 28]**: Aims to provide accessible community sport and leisure facilities for swimming, fitness and sports hall sports/activities for all residents. This includes both formal and informal spaces. An updated Playing Pitch Strategy is being prepared for the new Local Plan.

B.24 Greater Cambridge Indoor Sports Facility Strategy 2015-2031 **[See reference 29]**: The vision for future provision of sport and leisure facilities is: 'to enable opportunities for increased and more regular physical activity, particularly from those in areas of deprivation, and in new settlements, to improve community health and well-being, by facilitating provision of, and access to, a range of quality, accessible and sustainable facilities in Cambridge and South Cambridgeshire District'. An updated Indoor Sports Facility Strategy is being prepared for the New Local Plan.

B.25 South Cambridgeshire Services and Facilities Study (2014) **[See reference 30]**: Aims to collate services and facilities data for all settlements

Appendix B Relevant Plans, Policies and Programmes

within the district to provide and document an evidence base for the review of the settlement hierarchy and for future community/neighbourhood planning.

B.26 Air Quality Action Plan for the Cambridgeshire Growth Areas (2009) **[See reference 31]**: Reviewed all existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.

B.27 Cambridge City Council Air Quality Action Plan 2018-2023 (2019 update) **[See reference 32]**: Sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.

B.28 Cambridge City Council Contaminated Land Strategy (2009) **[See reference 33]**: Builds on the City Council's Medium Term Objectives which include:

- To promote Cambridge as a sustainable city, in particular by reducing carbon dioxide emissions and the amount of waste going into landfill in the City and sub-region.
- Ensure that residents and other service users have an entirely positive experience of dealing with the Council.
- Maintain a healthy, safe and enjoyable city for all, with thriving and viable neighbourhood.
- Lead the growth of Cambridge to achieve attractive, sustainable new neighbourhoods, including affordable housing, close to a good range of facilities, and supported by transport networks so that people can opt not to use the car.

B.29 South Cambridgeshire Contaminated Land Strategy (2001) **[See reference 34]**: Sets out South Cambridgeshire District Council's strategy on how it proposes to identify contaminated land within its boundaries. It supports the following objectives:

Appendix B Relevant Plans, Policies and Programmes

- Maintaining, improving and developing sympathetically the character, environment, economy and social fabric of our villages.
- Promoting a healthier environment to enable our communities to lead healthier lives, by its own actions and active partnership with others.
- Working towards a more sustainable future for everyone living and working in South Cambridgeshire, balancing the needs of the present and future generations.

B.30 Cambridge & South Cambridgeshire Infrastructure Delivery Study (2015) [See reference 35]: aims to assess the infrastructure requirements, costs and known funding relating to planned growth, particularly the strategic sites, and identify any phasing issues that might affect the proposed growth and advice on the future delivery of infrastructure needed to support the planned growth. An updated Infrastructure and Viability Study is being prepared for the Area Action Plan.

The objectives of the international, national and local plans and programmes summarised above that relate to Population, Health and Wellbeing have been addressed in this SA through SA objectives 9 (health and wellbeing), 10 (open space), 11 (housing), 12 (equality) and 13 (services and facilities).

Economy

International

B.31 There are no specific international or European economic policy agreements relevant to the preparation of the Local Plan and the SA, although there are a large number of trading agreements, regulations and standards that

set down the basis of trade within the European Union (subject to changes post-Brexit) and with other nations.

National

B.32 National Planning Policy Framework (NPPF) [See reference 36] sets out the following:

- The economic role of the planning system is to contribute towards building a “strong, responsive and competitive economy” by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. There is also a requirement for the planning system to identify and coordinate the provision of infrastructure.
- Planning policies should address the specific locational requirements of different sectors.
- Local planning authorities should incorporate planning policies which “support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”.
- When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Sustainable growth and expansion of all types of business and enterprise in rural areas should be supported, both through conversion of existing buildings and well-designed new buildings.
- The NPPF requires Local Plans to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.”

B.33 National Planning Practice Guidance (PPG) [See reference 37]:

Reiterates the importance for Local Plans to include a positive strategy for town centres to enable sustainable economic growth and provide a wide range of social and environmental benefits.

Appendix B Relevant Plans, Policies and Programmes

B.34 The Local Growth White Paper (2010) [See reference 38]: Highlights the importance of economic policy that focusses on the delivery of strong, sustainable and balanced growth of income and employment over the long-term, growth which is broad-based industrially and geographically to provide equality of access and opportunity and build businesses that are competitive internationally.

B.35 Build Back Better: Our Plan for Growth [See reference 39]: Sets out a plan to ‘build back better’ tackling long-term problems to deliver growth that delivers high-quality jobs across the UK while supporting the transition to net zero. This will build on three core pillars of growth: infrastructure, skills and innovation.

B.36 Rural White Paper 2000 (Our Countryside: the future – A fair deal for rural England) [See reference 40]: Sets out the Government’s Rural Policy Objectives:

- To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.
- To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside.
- To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends).
- To promote government responsiveness to rural communities through better working together between central departments, local government, and government agencies and better co-operation with non-government bodies.

B.37 LEP Network Response to the Industrial Strategy Green Paper Consultation (2017) [See reference 41]: The aim of the document is to ensure that all relevant local action and investment is used in a way that maximises the impact it has across the Government’s strategy. Consultation responses set out how the 38 Local Enterprise Partnerships (LEPs) will work with Government

Appendix B Relevant Plans, Policies and Programmes

using existing and additional resources to develop and implement a long-term Industrial Strategy.

B.38 National Infrastructure Delivery Plan (2016-2021): Sets out the government's plans for economic infrastructure over a five year period with those to support delivery of housing and social infrastructure.

B.39 UK Industrial Strategy: building a Britain fit for the future (2018): Lays down a vision and foundations for a transformed economy. Areas including: artificial intelligence and big data; clean growth; the future of mobility; and meeting the needs of an ageing society are identified as the four 'Grand Challenges' of the future.

Sub-national

B.40 Cambridgeshire and Peterborough Local Industrial Strategy (2019) [See reference 42]: Sets out a summary of the wider economic context and identifies priorities that work across the three other local industrial strategies, including the Oxford-Cambridge Arc ('the Arc'). These include:

- Working together collaboratively across all of the foundations of productivity to ensure that the implementation of the four Local Industrial Strategies maximises the economic potential of the wider Arc region.
- Harnessing the collective strength of the Arc's research base – driving greater collaboration on science and research; developing a network of 'living labs' to trial and commercialise new technologies; and growing the role of the Arc as a global research and innovation hub.
- Bringing employers and skills providers together to understand the current and future skills needs, and planning provision to meet them.
- Maximising the economic benefits of new transport, energy and digital infrastructure within the Arc.
- Developing an improved business support and finance programme for high growth companies, a shared approach to commercial premises and an

Appendix B Relevant Plans, Policies and Programmes

Internationalisation Delivery Plan to encourage greater trade and inward investment in the Arc.

B.41 The Combined Authority Business Plan 2021-2022 [\[See reference 43\]](#): Aims to create a clear, deliverable and fundable set of priorities and schemes which feeds the growth strategy for the combined authority.

B.42 Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc [\[See reference 44\]](#): Provides Government with proposals and options to maximise the potential of the Cambridge-Milton Keynes-Oxford Arc as a connected, knowledge-intensive cluster that competes on a global stage, protecting the area's high quality environment, and securing the homes and jobs that the area needs.

B.43 Cambridge Cluster at 50, The Cambridge economy retrospect and prospect [\[See reference 45\]](#): Aims to:

- Better understand the performance of the Cambridge economy currently (including the impacts of recession), and the factors that underpin and explain this.
- Understand long term opportunities and threats for the economy of Cambridge, taking into account changes in government policy and also the different aspirations of new generations of Cambridge-based businesses and residents.
- Understand the potential synergies and conflicts that exist in relation to Cambridge's different economic roles, both now and looking forward.
- Examine the constraints to economic growth – infrastructural, workforce-related, spatial, attitudinal, and institutional – and to distil what might be done to address these.
- Understand – in broad terms – the spatial implications of the above.

B.44 Cambridgeshire & Peterborough Independent Economic Review (2018) [\[See reference 46\]](#): Provides an overview of the Cambridgeshire and Peterborough Combined Authority area and includes 14 key recommendations

Appendix B Relevant Plans, Policies and Programmes

and another 13 subsidiary recommendations for how the combined authority can sustain its own economy and support the UK economy.

B.45 Greater Cambridge Retail and Leisure Study 2021 [See reference 47]: Provides an up-to-date understanding of the current health and performance of the retail and leisure provision within the existing network of town centres, and sets out current and future needs for additional retail floorspaces to the period 2040. Further to this, a retail study is being prepared to accompany the AAP.

B.46 Cambridge City Centre Capacity Study (2013) [See reference 48]: Examines the capacity of Cambridge city centre to meet the needs of the district and the wider sub-region in the period to 2031. The study will form part of the evidence base for the emerging Local Plan. The objectives of the study are:

- To review the current uses in and functionality of the city centre.
- To explore the existing and future proposed growth of the city and the surrounding sub-region.
- To consider how the city can accommodate the growth without compromising the environment.
- To identify physical opportunities to increase the capacity of the city centre, in terms of development sites.
- To review the boundary of the city centre, as defined in the adopted Local Plan, to assess whether there is a need for revision.
- To define the primary and secondary retail frontages and primary shopping area.
- To assess the potential for alternative management of uses to free up potential capacity.
- To identify potential transport schemes and public realm improvements, which may increase the capacity of the city centre.

The objectives of the international, national and local plans and programmes summarised above that relate to Economy have been

addressed in this SA through SA objectives 13 (services and facilities), 14 (economy), and 15 (infrastructure).

Transport and Air Quality

International

B.47 The Trans-European Networks (TEN): Created by the European Union by Articles 154-156 of the Treaty of Rome (1957), with the stated goals of the creation of an internal market and the reinforcement of economic and social cohesion. These include the Trans-European Transport Networks (TEN-T), which includes High Speed 1, and the Trans-European Telecommunications Networks (eTEN).

National

B.48 National Planning Policy Framework (NPPF) **[See reference 49]**: Encourages local planning authorities to consider transport issues from the earliest stages of plan making so that: opportunities to promote sustainable transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised. The framework also states that the planning system should actively manage growth patterns in support of these objectives.

B.49 National Planning Practice Guidance (PPG) **[See reference 50]**: Reiterates the requirement for local planning authorities to undertake an assessment of the transport implications of reviewing their Local Plan.

Appendix B Relevant Plans, Policies and Programmes

B.50 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland [\[See reference 51\]](#): Sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. The objectives of the Strategy are to:

- Further improve air quality in the UK from today and long term.
- Provide benefits to health quality of life and the environment.

B.51 Department for Transport, The Road to Zero (2018) [\[See reference 52\]](#): Sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

B.52 Transport Investment Strategy [\[See reference 53\]](#): Sets out four objectives that the strategy aims to achieve:

- Create a more reliable, less congested, and better connected transport network that works for the users who rely on it;
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
- Enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
- Support the creation of new housing.

B.53 Door to Door: A strategy for improving sustainable transport integration [\[See reference 54\]](#): Focuses on four core areas which need to be addressed so that people can be confident in choosing greener modes of transport. There are as follows:

Appendix B Relevant Plans, Policies and Programmes

- Accurate, accessible and reliable information about different transport options.
- Convenient and affordable tickets.
- Regular and straightforward connections at all stages of the journey and between different modes of transport.
- Safe and comfortable transport facilities.

B.54 The strategy also includes details on how the Government is using behavioural change methods to reduce or remove barriers to the use of sustainable transport and working closely with stakeholders to deliver a better-connected transport system.

B.55 Department for Transport, Decarbonising Transport: Setting the Challenge (2020) [\[See reference 55\]](#) sets out the strategic priorities for a new Transport Decarbonisation Plan (TDP), to be published later in 2020, will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies [\[See reference 56\]](#) to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

B.56 A Green Future: Our 25 Year Plan to Improve the Environment [\[See reference 57\]](#): Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. The area of relevance to this chapter is: increasing resource efficiency, and reducing pollution and waste. Actions that will be taken as part of this key areas are as follows:

- Increasing resource efficiency and reducing pollution and waste.

Appendix B Relevant Plans, Policies and Programmes

- Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals.

B.57 UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations **[See reference 58]**: Sets out the Government's ambition and actions for delivering a better environment and cleaner air, including £1 billion investment in ultra-low emission vehicles (ULESvs), a £290 million National Productivity Investment Fund, a £11 million Air Quality Grant Fund and £255 million Implementation Fund to help local authorities to prepare Air Quality Action Plans and improve air quality, an £89 million Green Bus Fund, £1.2 billion Cycling and Walking Investment Strategy and £100 million to help improve air quality on the National road network.

B.58 Clean Air Strategy 2019 **[See reference 59]**: Sets out the comprehensive action that is required from across all parts of government and society to meet these goals. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030.

Sub-national

B.59 Cambridgeshire Local Transport Plan 2011-2031 (2015) **[See reference 60]**: Addresses the County Council's priorities, as well as the strategic objectives from the previous Local Transport Plan 2. These are:

- Supporting and protecting people when they need it most.
- Helping people to live independent and healthy lives in their communities.
- Developing our local economy for the benefit of all.

Appendix B Relevant Plans, Policies and Programmes

- Managing and delivering the growth and development of sustainable communities.
- Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.
- Meeting the challenges of climate change and enhancing the natural environment.

B.60 Additionally, the Cambridgeshire & Peterborough Combined Authority Local Transport Plan (LTP) [\[See reference 61\]](#) adopted in January 2020, covers the ways the Combined Authority's strategies and delivery ambitions around transport fit in with the wider vision of the region's present and future. The objectives of the Combined Authority LTP include providing a transport network which meets the needs of residents, businesses, and visitors, and supporting the delivery of future economic and housing growth across the region which enhances overall quality of life. Cambridgeshire Transport Investment Plan (2021) [\[See reference 62\]](#): Sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire.

B.61 Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study 2015 [\[See reference 63\]](#): Assessed the infrastructure requirements, costs and known funding related to planned growth, particularly the strategic sites, and identified any phasing issues that might have affected the proposed growth and advise on the future delivery of infrastructure needed to support the planned growth. An updated Infrastructure Delivery Plan has been prepared for the Area Action Plan.

B.62 Air Quality Action Plan for the Cambridgeshire Growth Areas (2009) [\[See reference 64\]](#): Reviewed all of the existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.

B.63 Cambridge City Council Air Quality Action Plan 2018-2023 (2019 update) [\[See reference 65\]](#): Sets out Cambridge City Council's priority actions for

Appendix B Relevant Plans, Policies and Programmes

improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.

B.64 South Cambridgeshire Local Air Quality Strategy 2008-2013 **[See reference 66]**: Sets out three objectives for the long term vision of the Council which include: enhance quality of life and build a sustainable South Cambridgeshire where everyone is proud to live and work, work in partnership to manage growth to benefit everyone in South Cambridgeshire now and in the future and deliver high quality services that represent best value and are accessible to all out community.

B.65 Air Quality Action Plan for the Cambridgeshire Growth Areas (2009) **[See reference 67]**: Reviewed all of the existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.

B.66 Cambridge City Council 'Greening Your Home' **[See reference 68]**: Provides information on how individuals can change their lifestyles to become more environmentally sustainable including saving energy and water, using sustainable transport, eating sustainable food and greening gardens.

The objectives of the international, national and local plans and programmes summarised above that relate to Transport and Air Quality have been addressed in this SA through SA objectives 2 (air quality and pollution), 7 (greenhouse gas emissions), and 16 (sustainable travel).

Land and Water Resources

International

B.67 There are no specific international or European economic policy agreements relevant to the preparation of the Local Plan and the SA, although there are a large number of trading agreements, regulations and standards that set down the basis of trade within the European Union (subject to changes post-Brexit) and with other nations.

National

B.68 National Planning Policy Framework (NPPF) [\[See reference 69\]](#) sets out the following:

- The planning system should protect and enhance soils in a manner commensurate with their statutory status or quality identified in the development plan.
- New and existing development should be prevented from contributing to, being put at an unacceptable risk from, or being adversely affected by, soil, air, water or noise pollution or land instability.
- Despoiled, degraded, derelict, contaminated and unstable land should be remediated and mitigated where appropriate.
- The reuse of previously developed land is encouraged where suitable opportunities exist.

B.69 Plans should take a proactive approach to mitigating and adapting to climate change and ensuring resilience to climate change impacts, and new development should avoid increased vulnerability to the impacts of climate change.

Appendix B Relevant Plans, Policies and Programmes

B.70 National Planning Practice Guidance (PPG) [\[See reference 70\]](#):

Requires local planning authorities to demonstrate every effort has been made to prioritise the use of poorer quality agricultural land for development were it has been demonstrated that significant development is required on agricultural land. It also requires that plan making considers, among other issues: identifying suitable sites for new or enhanced water infrastructure; assessing whether new development is appropriate near to sites used for water infrastructure; and the phasing of new development so that such infrastructure will be in place when and where needed. The impact of water infrastructure on sites designated for biodiversity should also be considered.

B.71 Environmental Protection Act 1990 [\[See reference 71\]](#): makes provision for the improved control of pollution to the air, water and land by regulating the management of waste and the control of emissions. Seeks to ensure that decisions pertaining to the environment are made in an integrated manner, in collaboration with appropriate authorities, non-governmental organisations and other persons.

B.72 Building Regulations [\[See reference 72\]](#): requires that reasonable precautions are taken to avoid risks to health and safety cause by contaminants in ground to be covered by building and associated ground.

B.73 Waste Management Plan for England [\[See reference 73\]](#): Provides an analysis on the current waste management situation in England, and evaluates how it will support implementation of the objectives and provisions of the revised Water Framework Directive.

B.74 National Planning Policy for Waste (NPPW) [\[See reference 74\]](#):

Identifies key planning objectives, requiring planning authorities to:

- Help deliver sustainable development through driving waste management up the waste hierarchy.
- Ensure waste management is considered alongside other spatial planning concerns.

Appendix B Relevant Plans, Policies and Programmes

- Provide a framework in which communities take more responsibility for their own waste.
- Help secure the recovery or disposal of waste without endangering human health and without harming the environment.
- Ensure the design and layout of new development supports sustainable waste management.

B.75 The Nitrate Pollution Prevention Regulations [\[See reference 75\]](#) provides for the designation of land as nitrate vulnerable zones and imposes annual limits on the amount of nitrogen from organic manure that may be applied or spread in a holding in a nitrate vulnerable zone. The Regulations also specify the amount of nitrogen to be spread on a crop and how, where and when to spread nitrogen fertiliser, and how it should be stored. It also establishes closed periods during which the spreading of nitrogen fertiliser is prohibited.

B.76 The Urban Waste Water Treatment Regulations [\[See reference 76\]](#) protect the environment from the adverse effects of urban waste water discharges and certain industrial sectors, notably domestic and industrial waste water. The regulations require the collection of waste water and specifies how different types of waste water should be treated, disposed and reused.

B.77 The Water Environment Regulations [\[See reference 77\]](#) protect inland surface waters, transitional waters, coastal waters and groundwater, and outlines the associated river basin management process.

B.78 The Water Supply (Water Quality) Regulations [\[See reference 78\]](#) focus on the quality of water for drinking, washing, cooking and food preparation, and for food production. Their purpose is to protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring it is wholesome and clean.

B.79 The Environmental Permitting Regulations [\[See reference 79\]](#) streamline the legislative system for industrial and waste installations into a single permitting structure for those activities which have the potential to cause harm

Appendix B Relevant Plans, Policies and Programmes

to human health or the environment. They set out how to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment and human health.

B.80 The Waste (Circular Economy) Regulations [\[See reference 80\]](#) seek to prevent waste generation and to monitor and assess the implementation of measures included in waste prevention programmes. They set out requirements to justify not separating waste streams close to source for re-use, recycling or other recovery operations, prohibit incineration and landfilling of waste unless such treatment process represent the best environmental outcome in accordance with the waste hierarchy. The Regulations set out when waste management plans and in waste prevention programmes are required. The Regulations focus on the circular economy as a means for businesses to maximise the value of waste and waste treatment.

B.81 National Policy Statement for Waste Water [\[See reference 81\]](#): Sets out Government policy for the provision of major waste water infrastructure. The policy set out in this NPS is, for the most part, intended to make existing policy and practice in consenting nationally significant waste water infrastructure clearer and more transparent.

B.82 Our Waste, Our Resources: A strategy for England (2018): Aims to increase resource productivity and eliminate avoidable waste by 2050. The Strategy sets out key targets which include: a 50% recycling rate for household waste by 2020, a 75% recycling rate for packaging by 2030, 65% recycling rate for municipal solid waste by 2035 and municipal waste to landfill 10% or less by 2035.

B.83 Safeguarding our Soils – A Strategy for England [\[See reference 82\]](#): Sets out how England’s soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention on tackling degradation threats, including: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing

Appendix B Relevant Plans, Policies and Programmes

climate; preventing soil pollution; effective soil protection during construction and; dealing with contaminated land.

B.84 Water White Paper [See reference 83]: Sets out the Government's vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It states outlines the measures that will be taken to tackle issues such as poorly performing ecosystem, and the combined impacts of climate change and population growth on stressed water resources.

- Water for Life White Paper [See reference 84]: Sets out how to build resilience in the water sector. Objectives of the White Paper are to:
- Paint a clear vision of the future and create the conditions which enable the water sector and water users to prepare for it.
- Deliver benefits across society through an ambitious agenda for improving water quality, working with local communities to make early improvements in the health of our rivers by reducing pollution and tackling unsustainable abstraction.
- Keep short and longer term affordability for customers at the centre of decision making in the water sector.
- Protect the interest of taxpayers in the policy decisions that we take.
- Ensure a stable framework for the water sector which remains attractive to investors.
- Stimulate cultural change in the water sector by removing barriers to competition, fostering innovation and efficiency, and encouraging new entrants to the market to help improve the range and quality of services offered to customers and cut business costs.
- Work with water companies, regulators and other stakeholders to build understanding of the impact personal choices have on the water environment, water resources and costs.
- Set out roles and responsibilities – including where Government will take a stronger role in strategic direction setting and assessing resilience to future challenges, as well as clear expectations on the regulators.

B.85 Future Water: The Government's Water Strategy for England **[See reference 85]**: Sets out how the Government wants the water sector to look by 2030, providing an outline of steps which need to be taken to get there. These steps include: improving the supply of water; agreeing on important new infrastructure such as reservoirs; proposals to time limit abstraction licences; and reducing leakage. The document also states that pollution to rivers will be tackled, whilst discharge from sewers will be reduced.

Sub-national

B.86 Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study 2015 **[See reference 86]**: Assessed the infrastructure requirements, costs and known funding related to planned growth, particularly the strategic sites, and identified any phasing issues that might have affected the proposed growth and advise on the future delivery of infrastructure needed to support the planned growth. An updated Infrastructure Delivery Plan has been prepared for the Area Action Plan.

B.87 South Cambridgeshire Contaminated Land Strategy (2001) **[See reference 87]**: Sets out South Cambridgeshire District Council's strategy on how it proposes to identify contaminated land within its boundaries. It supports the following objectives:

- Maintaining, improving and developing sympathetically the character, environment, economy and social fabric of our villages.
- Promoting a healthier environment to enable our communities to lead healthier lives, by its own actions and active partnership with others.
- Working towards a more sustainable future for everyone living and working in South Cambridgeshire, balancing the needs of the present and future generations.

B.88 Cambridge City Council Contaminated Land Strategy (2009) **[See reference 88]**: Builds upon the City Council's Medium Term Objectives which include:

Appendix B Relevant Plans, Policies and Programmes

- To promote Cambridge as a sustainable city, in particular by reducing carbon dioxide emissions and the amount of waste going into landfill in the City and sub-region.
- Ensure that residents and other service users have an entirely positive experience of dealing with the Council.
- Maintain a healthy, safe and enjoyable city for all, with thriving and viable neighbourhood.
- Lead the growth of Cambridge to achieve attractive, sustainable new neighbourhoods, including affordable housing, close to a good range of facilities, and supported by transport networks so that people can opt not to use the car.

B.89 The 'Greater Cambridge Green Infrastructure Opportunity Mapping, Baseline Report (2020) [\[See reference 89\]](#): Identifies a series of opportunities and risks in terms of GI based on an examination from the baseline evidence from the GI Opportunity Mapping study. States that additional growth will put pressure on the existing GI network, although development has potential to provide opportunities for GI such as areas of GI for recreation or habitat provision. The Greater Cambridge Green Infrastructure Opportunity Mapping, Part 2, published in 2021 [\[See reference 90\]](#): Identifies deliverable interventions to enhance the GI network, refining broad opportunity zones into 14 Strategic Initiatives, which includes provision of new strategic green space(s) to the North of Cambridge.

B.90 South Cambridgeshire Recreation and Open Space Study (2013) [\[See reference 91\]](#): Aims to provide an audit of the quantity and quality of existing provision in the district, assess the need for future provision. An updated open space study is currently being prepared.

B.91 Cambridge Open Space and Recreation Strategy (2011) [\[See reference 92\]](#): Discusses the findings of the Open Space and Recreation Assessment. It breaks the information down by ward and provides data on the deficits in each ward and the ward's strengths and weaknesses in terms of open space provision. It also discusses the level of provision proposed in the urban

Appendix B Relevant Plans, Policies and Programmes

extensions to the City, which have not been assessed in this Strategy as they have not yet been delivered on site. An updated open space strategy is currently being prepared.

B.92 Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)

[See reference 93]: Sets out key areas which will help shape the future of minerals activities. The plan includes a vision, aims and objectives for both sustainable minerals and waste development; core policies related to sustainable development and climate change, as well as providing for mineral and waste needs; policies setting out Mineral Safeguarding Areas and allocations; policies on sustainable use of minerals; allocation of waste management areas and waste recycling areas; and policies relating to transport infrastructure, design, amenity, restoration and aftercare, as well as conservation and enhancement of the natural and historic environment.

B.93 Anglian River Basin District Flood Risk Management Plan (2016) **[See**

reference 94]: Explains the risk of flooding from various sources and how risk management authorities will work with communities to manage it over a period of 6 years.

B.94 Anglian River Basin Management Plan (2015) **[See reference 95]:**

Provides a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning.

B.95 Greater Cambridge Local Plan Strategic Options Assessment: Integrated Water Management Study 2021 **[See reference 96]:** Provides evidence on existing (baseline) infrastructure and environmental conditions for water aspects relevant to the new Local Plan: flood risk, water supply, wastewater and water quality. Opportunities, constraints and uncertainties for each of these aspects have been identified.

B.96 Cambridge Water Resources Management Plan (WRMP) 2019 **[See reference 97]:** describes how Cambridge Water aims to meet the demand for water in the Cambridge region, including consideration of climate change,

Appendix B Relevant Plans, Policies and Programmes

population growth and the need to protect the environment. The WRMP recognises the increased demand for water due to a growing population, the potential for adverse environmental impacts of extraction and the need to reduce water wastage.

B.97 Affinity Water (draft) and Anglian Water WRMPs [\[See reference 98\]](#): To be taken into consideration as neighbouring suppliers, given that WRMPs do not operate in isolation and abstraction by one can significantly affect the environment of another.

B.98 Citywide Tree Strategy 2016-2026 [\[See reference 99\]](#): Aims to sustainably manage the Council's own trees and those it manages by agreement, to foster a resilient tree population that responds to the impacts of climate change and urban expansion, to raise awareness of trees being a vital community asset, through promoting continued research, through education via the provision of advice and through partnership working and to make efficient and strategic use of the Council's regulatory powers for the protection of trees of current and future value.

B.99 Anglian Water's Long Term Water Recycling Plan (WRLTP) [\[See reference 100\]](#): A plan to prioritise investment across the wider region to help balance supply and demand for water recycling services, considering risks from growth, climate change, severe drought, and customer behaviours.

B.100 Catchment Abstraction Management Plans [\[See reference 101\]](#): Used by the Environment Agency to manage water resources in England, which test the availability of water at four different levels of 'flow'. The most relevant strategies for the plan area are:

- Cam and Ely Ouse Catchment: This strategy covers the largest part of the plan area, particularly in the east and including Cambridge. It highlights that at the three lowest 'flows', water is largely 'not available', and at the highest flow level water is 'restricted'.

Appendix B Relevant Plans, Policies and Programmes

- Upper and Bedford Ouse Catchment: This strategy covers a small part of the west of the plan area. At the two lower 'flows' tested, water was 'not available' and was restricted at the third lowest 'flow'.
- Essex Catchment: the strategy highlights that water is 'not available' across large parts of the catchment area, however this only affects a small part of the south of the plan area for Greater Cambridge.

The objectives of the international, national and local plans and programmes summarised above that relate to Land and Water Resources have been addressed in this SA through SA objectives 1 (land, soils and mineral resources), 3 (water), 4 (protected habitats and species), 6 (landscape and townscape) and 10 (open space).

Climate Change Adaptation and Mitigation

International

B.101 United Nations Paris Climate Change Agreement (2015): International agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

National

B.102 National Planning Policy Framework (NPPF) [\[See reference 102\]](#): Contains the following:

- One of the core planning principles is to “support the transition to a low carbon future in a changing climate, taking full account of flood risk and

Appendix B Relevant Plans, Policies and Programmes

coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”.

- Inappropriate development in areas at risk of flooding should be avoided. Where development is necessary, it should be made safe for its lifetime without increasing flood risk elsewhere.
- Local planning authorities should adopt a proactive approach to mitigate and adapt to climate change, taking full account of flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

B.103 National Planning Practice Guidance (PPG) **[See reference 103]:**

Supports the content of the NPPF by promoting low carbon and renewable energy generation, including decentralised energy, the energy efficiency of existing and new buildings and sustainable transport.

B.104 Planning Act (2008) **[See reference 104]:** Section 182 places a legal duty on local planning authorities to ensure that their development plan documents include policies to ensure that development and use of land in their area contributes to the mitigation of, and adaptation to, climate change.

B.105 Planning and Energy Act (2008) **[See reference 105]:** enables local planning authorities to set requirements for carbon reduction and renewable energy provision. It should be noted that while the Housing Standards Review proposed to repeal some of these provisions, at the time of writing there have been no amendments to the Planning and Energy Act.

B.106 Climate Change Act 2008 **[See reference 106]:** Sets targets for UK greenhouse gas emission reductions of at least 100% by 2050 and CO₂ emission reductions of at least 26% by 2015, against a 1990 baseline (in 2008 the target was set at 80%, however the target has recently been amended in 2019 by Statutory Instrument No.1056 to 100%).

Appendix B Relevant Plans, Policies and Programmes

B.107 Flood and Water Management Act (2010) [\[See reference 107\]](#): Sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes: incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).

B.108 The UK Renewable Energy Strategy [\[See reference 108\]](#): Sets out the ways in which we will tackle climate change by reducing our CO2 emissions through the generation of a renewable electricity, heat and transport technologies.

B.109 The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK [\[See reference 109\]](#): Aims to realise the wider energy efficiency potential that is available in the UK economy by maximising the potential of existing dwellings by implementing 21st century energy management initiatives on 19th century homes.

B.110 The Energy Performance of Buildings Regulations [\[See reference 110\]](#) seek to improve the energy efficiency of buildings, reducing their carbon emissions and lessening the impact of climate change. The Regulations require the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance, reported through Energy Performance Certificates and Display Energy Certificates.

B.111 The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate [\[See reference 111\]](#): Sets out visions for the following sectors:

- People and the Built Environment – “to promote the development of a healthy, equitable and resilient population, well placed to reduce the harmful health impacts of climate change...buildings and places (including built heritage) and the people who live and work in them are resilient and organisations in the built environment sector have an increased capacity to

Appendix B Relevant Plans, Policies and Programmes

address the risks and make the most of the opportunities of a changing climate.”

- Infrastructure – “an infrastructure network that is resilient to today’s natural hazards and prepared for the future changing climate”.
- Natural Environment – “the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides.”
- Business and Industry – “UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change.”
- Local Government – “Local government plays a central role in leading and supporting local places to become more resilient to a range of future risks and to be prepared for the opportunities from a changing climate.”

B.112 The UK Low Carbon Transition Plan: National Strategy for Climate and Energy [\[See reference 112\]](#): sets out a five point plan to tackle climate change. The points are as follows: protecting the public from immediate risk, preparing for the future, limiting the severity of future climate change through a new international climate agreement, building a low carbon UK and supporting individuals, communities and businesses to play their part.

B.113 UK Climate Change Risk Assessment 2017 [\[See reference 113\]](#): Sets out six priority areas needing urgent further action over the next five years in order to minimise risk from the effects of climate change. These priority areas include: flooding and coastal change risk to communities, businesses and infrastructure; risks to health, wellbeing and productivity from high temperatures; risk of shortages in the public water supply and for agriculture, energy generation and industry; risks to natural capital; risks to domestic and international food production and trade; and new and emerging pests and diseases and invasive species.

B.114 Understanding the risks, empowering communities, building resilience: The national flood and coastal erosion risk management strategy for England [\[See reference 114\]](#): This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk

Appendix B Relevant Plans, Policies and Programmes

management authorities and communities to help them understand their responsibilities. The strategic aims and objectives of the Strategy are to:

- Manage the risk to people and their property.
- Facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national.
- Achieve environmental, social and economic benefits, consistent with the principles of sustainable development.

B.115 A Green Future: Our 25 Year Plan to Improve the Environment [See reference 115]: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: using and managing land sustainably; and protecting and improving our global environment. Actions that will be taken as part of these two key areas are as follows:

- Using and managing land sustainably:
 - Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
- Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.

Sub-national

B.116 The Greater Cambridge Green Infrastructure Opportunity Mapping, Baseline Report (2020) [See reference 116]: States that the GI network can play a substantial role in mitigating and adapting to climate change impacts through, enhancing the role of wetlands and trees in carbon sequestration for example. Opportunities to enhance the GI network must be considered to ensure that Greater Cambridge is resilient to climate change and to help

Appendix B Relevant Plans, Policies and Programmes

achieve the council's ambitious climate change targets. The Greater Cambridge Green Infrastructure Opportunity Mapping, Part 2 (2021) [\[See reference 117\]](#): identifies deliverable interventions to enhance the GI network, which includes 14 Strategic Initiatives, including enhancement of the River Cam corridor, enhancement of the Eastern fens. The Strategic Initiatives have the potential to make an important contribution towards the targets for Net Zero Carbon and Doubling Nature. Cambridgeshire Renewables Infrastructure Framework (2012) [\[See reference 118\]](#): Identifies a wide range of renewable technologies available, creating opportunities for Cambridgeshire to be a leading county for clean energy projects, goods and services, recognising that the Cambridge area has an excellent research base for renewable energy technologies and is an ideal location in the UK for growth in the sector. The Framework identifies that 9% of the opportunity is in Cambridge City and 26% in South Cambridgeshire. A separate report setting out the baseline data [\[See reference 119\]](#) notes that South Cambridgeshire (along with Huntingdonshire) has both the greatest renewable energy potential and the greatest energy demand.

B.117 Greater Cambridge Sustainable Design and Construction SPD (2020) [\[See reference 120\]](#): Produced to provide guidance on the policies within the adopted 2018 Cambridge and South Cambridgeshire Local Plan that relate to sustainability. Scoping Report: Feasibility of a Carbon Offset Mechanism for Cambridgeshire (2010) [\[See reference 121\]](#): Explores the role that a Carbon Offset Fund (COF) could play in delivering low carbon growth within Cambridgeshire, as an alternative to developer meeting their whole carbon reduction obligations through on-site measures, with a focus on large-scale projects.

B.118 Cambridgeshire Community Energy Fund Final Report (2012) [\[See reference 122\]](#): Presents a study of the role that a community energy fund (CEF) – one that levies a charge on developers for the emissions resulting from new development and pool these into a fund for carbon saving projects - might play in delivering carbon emissions reduction in Cambridgeshire.

B.119 Cambridge City Council Climate Change Strategy 2021-26: Sets out a vision for Cambridge to be net zero carbon by 2030, including six key objectives

Appendix B Relevant Plans, Policies and Programmes

for how Cambridge City will address the causes and consequences of climate change. These objectives are:

- Reducing carbon emissions from City Council buildings, land, vehicles and services.
- Reducing energy consumption and carbon emissions from homes and buildings in Cambridge.
- Reducing carbon emissions from transport in Cambridge.
- Reducing consumption of resources, reducing waste, and increasing recycling in Cambridge.
- Promoting sustainable food.

B.120 Supporting Council services, residents and businesses to adapt to the impacts of climate change.

B.121 Cambridge Climate Change Adaptation Plan [\[See reference 123\]](#): This plan was developed as part of one of the actions identified in the Council's Climate Change Strategy. It aims to improve the resilience of the Council and city to extreme weather events through multiple actions outlined in the plan.

B.122 South Cambridge Zero Carbon Strategy [\[See reference 124\]](#) and action plan outlines the ways in which the district will reduce their carbon footprint from transport, homes, businesses, and supporting local communities to make the transition to zero carbon. An update to this work looking at the role of planning in delivering net zero has now been published [\[See reference 125\]](#). The Greater Cambridge Net Zero Carbon Study (2021) [\[See reference 126\]](#) of a number of documents which assess the scope for the new local plan to implement policies to enable the transition to zero carbon across the whole local area. In particular, the Greater Cambridge Net Zero Carbon Evidence Base, Policy Recommendations (2021) develops a set of policies to meet the requirement for the new local plan to be consistent with the national target of being zero carbon by 2050 and the science-based target of the Paris Agreement, which include policies regarding renewable energy and supporting land based carbon sequestration and biodiversity.

Appendix B Relevant Plans, Policies and Programmes

B.123 Cambridgeshire Flood and Water SPD (2016) [\[See reference 127\]](#): Provides guidance for developers on how to manage flood risk and the water environment as part of new development proposals. This includes how to incorporate sustainable drainage systems and how to take account of climate change.

B.124 The Greater Cambridge Integrated Water Management Study - Level 1 Strategic Flood Risk Assessment (SFRA) (2021) [\[See reference 128\]](#) has collated available information to map flood risk from all sources in the Greater Cambridge area, reviewing flood risk opportunities and constraints across the area to support Local Plan policies and site allocations. The SFRA provides advice for site specific flood risk assessments, surface water drainage and SuDS design, flood warning and emergency planning, and recommends that the Local Plan includes policies with regard to developers working in partnership with other relevant Risk Management Authorities. Cambridgeshire Surface Water Management Plan (2014) [\[See reference 129\]](#): Recognises that surface water flooding can put more properties at risk than fluvial flooding and can be more difficult to predict than river or coastal flooding. It collates and reviews flood incident records and produces a revised list of 'wetspot' prioritisation to assist in allocating resources.

B.125 Histon and Impington Surface Water Management Plan (2014) [\[See reference 130\]](#): Investigates surface water flooding issues and the feasibility of potential mitigation solutions in Histon & Impington villages, located to the north of Cambridge. It focuses on three earlier identified 'wetspots' based on historic flooding evidence and mapping [\[See reference 131\]](#).

B.126 The Greater Cambridge Integrated Water Management Study - Outline Water Cycle Study (2021) [\[See reference 132\]](#) provides evidence on existing (baseline) infrastructure and environmental conditions for water aspects relevant to the new Local Plan: flood risk, water supply, wastewater and water quality. Opportunities, constraints and uncertainties for each of these aspects have been identified. The Outline Water Cycle Study identifies constraints to development for flood risk, wastewater treatment and water quality, although states that these can be addressed with appropriate mitigation measures in compatible timescales. Cambridge and Milton Surface Water Management Plan

Appendix B Relevant Plans, Policies and Programmes

(2011) [\[See reference 133\]](#): Aims to produce a long term surface water management Action Plan for Cambridge and Milton, to be reviewed every 6 years at a minimum. The study notes increasing flood risk associated with climate change as a critical factor.

B.127 Great Ouse Catchment Flood Management Plan (2011) [\[See reference 134\]](#): Sets out the scale and extent of flooding now and in the future, and policies for managing flood risk within the catchment.

B.128 Citywide Tree Strategy 2016-2026 [\[See reference 135\]](#): Aims to sustainably manage the Council's own trees and those it manages by agreement, to foster a resilient tree population that responds to the impacts of climate change and urban expansion, to raise awareness of trees being a vital community asset, through promoting continued research, through education via the provision of advice and through partnership working and to make efficient and strategic use of the Council's regulatory powers for the protection of trees of current and future value.

The objectives of the international, national and local plans and programmes summarised above that relate to Climate Change Adaptation and Mitigation have been addressed in this SA through SA objectives 7 (greenhouse gas emissions) and 8 (climate change resilience).

Biodiversity

International

B.129 International Convention on Wetlands (Ramsar Convention) (1976): International agreement with the aim of conserving and managing the use of wetlands and their resources.

Appendix B Relevant Plans, Policies and Programmes

B.130 European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979): Aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).

B.131 International Convention on Biological Diversity (1992): International commitment to biodiversity conservation through national strategies and action plans.

B.132 United Nations Declaration on Forests (New York Declaration) (2014): international commitment to cut natural forest loss by 2020 and end loss by 2030.

National

B.133 National Planning Policy Framework (NPPF) [\[See reference 136\]](#): Encourages plans to “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation”. Plans should also promote conservation, restoration and enhancement of priority habitats and species, ecological networks and measurable net gains for biodiversity.

B.134 The Conservation of Habitats and Species Regulations [\[See reference 137\]](#) protect biodiversity through the conservation of natural habitats and species of wild fauna and flora, including birds. The Regulations lay down rules for the protection, management and exploitation of such habitats and species, including how adverse effects on such habitats and species should be avoided, minimised and reported.

Appendix B Relevant Plans, Policies and Programmes

B.135 The NPPF states that a strategic approach to maintaining and enhancing networks of habitats and green infrastructure is also to be supported through planning policies and that there should also be support for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.

B.136 National Planning Practice Guidance (PPG) [\[See reference 138\]](#): Supports the NPPF by requiring Local Plans to include strategic policies that conserve and enhance the natural environment through sustainable development.

B.137 Natural Environment and Rural Communities Act 2006 [\[See reference 139\]](#): Places a duty on public bodies to conserve biodiversity.

B.138 Biodiversity 2020: A strategy for England's wildlife and ecosystem services [\[See reference 140\]](#): Guides conservation efforts in England up to 2020 by requiring a national halt to biodiversity loss, supporting healthy ecosystems and establishing ecological networks. The Strategy includes 22 priorities which include actions for the following sectors: Agriculture, Forestry, Planning & Development, Water Management, Marine Management, Fisheries, Air Pollution and Invasive Non-Native Species.

B.139 Biodiversity offsetting in England Green Paper [\[See reference 141\]](#): Biodiversity offsets are conservation activities designed to compensate for residual losses. The Green Paper sets out a framework for offsetting.

B.140 A Green Future: Our 25 Year Plan to Improve the Environment (2018) [\[See reference 142\]](#): Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: recovering nature and enhancing the beauty of landscapes; securing clean, productive and biologically diverse seas and oceans; and protecting and improving our global environment. Actions that will be taken as part of these three key areas are as follows:

Appendix B Relevant Plans, Policies and Programmes

- Recovering nature and enhancing the beauty of landscapes:
 - Develop a Nature Recovery Network to protect and restore wildlife, and provide opportunities to re-introduce species that have been lost from the countryside.
- Securing clean, healthy, productive and biologically diverse seas and oceans:
 - Achieve a good environmental status of the UK's seas while allowing marine industries to thrive, and complete our economically coherent network of well-managed marine protected areas.
- Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
 - Support and protect international forests and sustainable agriculture.

Sub-national

B.141 Greater Cambridge Green Infrastructure Opportunity Mapping, Baseline Report (2020) [\[See reference 143\]](#): Provides a robust evidence base on the quantity and quality of existing GI assets and networks with Greater Cambridge, and identifies specific and deliverable opportunities to enhance and expand the network. The Greater Cambridge Green Infrastructure Opportunity Mapping, Part 2 (2021) [\[See reference 144\]](#) Identifies deliverable interventions to enhance the GI network. This includes 14 Strategic Initiatives, including enhancement of the River Cam corridor, enhancement of the Eastern fens and a new strategic green space to the north of Cambridge.

B.142 Cambridgeshire and Peterborough Habitat Action Plans [\[See reference 145\]](#): The Cambridgeshire and Peterborough Biodiversity Group have produced a series of Habitat Action Plans for various habitat types, detailing their current status, the factors affecting them, objectives and long term targets, and proposed actions.

Appendix B Relevant Plans, Policies and Programmes

B.143 Anglian River Basin Management Plan (2015) [\[See reference 146\]](#): Provides a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning.

B.144 The draft Greater Cambridge Biodiversity SPD (2021) [\[See reference 147\]](#): Expands on district-wide policies to ensure that biodiversity is adequately protected and enhanced through the development process. It notes that biodiversity will not be peripheral to the planning process but fully integrated, and is designed to assist applicants in understanding biodiversity requirements. This will help to ensure improved quality of new developments while reducing environmental impact as new homes and businesses are delivered. Cambridge City Conservation Biodiversity Strategy 2021 – 2030 [\[See reference 148\]](#): sets out a clear vision of achieving biodiversity ‘net gain’ across Cambridge, alongside the objective of tackling climate change by becoming a net zero council by 2030. It states that biodiversity will be embedded across all the council’s different areas of work - planning, housing and transport.

B.145 Mapping natural capital and opportunities for habitat creation in Cambridgeshire (2019) [\[See reference 149\]](#): Report on a project to produce a detailed habitat base map for the whole of Cambridgeshire (including Peterborough) in order to identify opportunities to enhance biodiversity.

B.146 Doubling Nature – A Vision for the Natural Future of Cambridgeshire and Peterborough in 2050 (2019) [\[See reference 150\]](#): Sets out the vision of Natural Cambridgeshire, the local nature partnership, of doubling nature across Cambridgeshire and Peterborough. The vision is to double the area of rich wildlife habitats and green-space from 8.5% to 17%.

B.147 Cambridge Citywide Tree Strategy 2016-2026 [\[See reference 151\]](#): Aims to sustainably manage the Council’s own trees and those it manages by agreement, to foster a resilient tree population that responds to the impacts of climate change and urban expansion, to raise awareness of trees being a vital community asset, through promoting continued research, through education via the provision of advice and through partnership working and to make efficient

and strategic use of the Council's regulatory powers for the protection of trees of current and future value.

The objectives of the international, national and local plans and programmes summarised above that relate to Biodiversity have been addressed in this SA through SA objectives 4 (protected habitats and species), and 5 (biodiversity).

Historic Environment

International

B.148 United Nations (UNESCO) World Heritage Convention (1972): Promotes co-operation among nations to protect heritage around the world that is of such outstanding universal value that its conservation is important for current and future generations.

B.149 European Convention for the Protection of the Architectural Heritage of Europe (1985): Defines 'architectural heritage' and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of government influence as per the text of the convention.

B.150 Valletta Treaty (1992) formerly the European Convention on the Protection of the Archaeological Heritage (Revisited) **[See reference 152]**: Aims to protect the European archaeological heritage "as a source of European collective memory and as an instrument for historical and scientific study".

National

B.151 Ancient Monuments & Archaeological Areas Act 1979: a law passed by the UK government to protect the archaeological heritage of England & Wales and Scotland. Under this Act, the Secretary of State has a duty to compile and maintain a schedule of ancient monuments of national importance, in order to help preserve them. It also creates criminal offences for unauthorised works to, or damage of, these monuments.

B.152 Planning (Listed Buildings & Conservation Areas) Act 1990: An Act of Parliament that changed the laws for granting of planning permission for building works, with a particular focus on listed buildings and conservation areas.

B.153 National Planning Policy Framework (NPPF) [\[See reference 153\]](#): Plans should “set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- a. the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- b. the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- c. the desirability of new development making a positive contribution to local character and distinctiveness; and
- d. opportunities to draw on the contribution made by the historic environment to the character of a place.”

Appendix B Relevant Plans, Policies and Programmes

B.154 National Planning Practice Guidance (PPG) [\[See reference 154\]](#): Supports the NPPF by requiring that Local Plans include strategic policies for the conservation and enhancement of the historic environment, including a positive strategy for the conservation and enjoyment of the historic environment. It also states that local planning authorities should identify specific opportunities for conservation and enhancement of heritage assets.

B.155 The Government's Statement on the Historic Environment for England 2010 [\[See reference 155\]](#): Sets out the Government's vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Includes reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.

B.156 The Heritage Statement 2017 [\[See reference 156\]](#): Sets out how the Government will support the heritage sector and help it to protect and care for our heritage and historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.

B.157 Sustainability Appraisal and Strategic Environmental Assessment, Historic England Advice Note 8 [\[See reference 157\]](#): Sets out Historic England's guidance and expectations for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment process.

Sub-national

B.158 South Cambridgeshire Listed Buildings SPD (2009) [\[See reference 158\]](#): This document forms part of the Local Development Framework (LDF) to ensure that Listed Building issues are adequately addressed throughout the

Appendix B Relevant Plans, Policies and Programmes

development process. This expands on the broad policies set out in the Development Control Policies.

B.159 South Cambridgeshire Development Affecting Conservation Areas SPD (2009) [\[See reference 159\]](#): expands on district-wide policies to provide additional guidance on developments affecting designated Conservation Areas, and to assist applicants' understanding of the local historic context to ensure that development preserves and, where possible, enhances their character.

B.160 South Cambridgeshire Village Design Guides (since 2018): Since 2018 the Council has been working with eight villages [\[See reference 160\]](#) to produce Design Guides, funded by central government, with the goal of raising the quality of new planned development. Once adopted, they will become supplementary planning documents (SPDs). Each guide describes the distinctive character of the village and sets out guidelines for how it should be enhanced.

B.161 Cambridge Historic Core Conservation Area Appraisal (2017) [\[See reference 161\]](#): The 'historic core' is part of the large Central Conservation Area No.1, which is one of a number within Cambridge but deemed to be of particularly historic interest. The Appraisal recognises that large parts of the floodplain and the setting of the River Cam are highly significant to the historic environment, as well as Jesus Green and Midsummer Common. In 2018 the large Central Conservation area was split into six smaller separate areas.

B.162 The Greater Cambridge Green Infrastructure Opportunity Mapping, Baseline Report (2020) [\[See reference 162\]](#) identifies broad opportunity zones for enhancing the GI network, evaluating various functions of the GI network to identify issues and opportunities relating to GI in Greater Cambridge. The Greater Cambridge Green Infrastructure Opportunity Mapping, Part 2 (2021) [\[See reference 163\]](#) identifies deliverable interventions to enhance the GI network. This includes 14 Strategic Initiatives, including enhancement of the River Cam corridor, enhancement of the Eastern fens and a new strategic green space to the north of Cambridge.

B.163 Conservation Area Appraisals and Management Plans **[See reference 164]**: These appraisals describe the character and significance of Conservation Areas and give recommendations for their conservation and enhancement.

The objectives of the international, national and local plans and programmes summarised above that relate to Historic Environment have been addressed in this SA through SA objectives 6 (landscape and townscape), and 11 (housing).

Landscape

International

B.164 European Landscape Convention (2002): Promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

National

B.165 National Planning Policy Framework (NPPF) **[See reference 165]**: Planning principles include:

- Recognising the intrinsic beauty and character of the countryside.
- Protecting and enhancing valued landscapes. Development should be sympathetic to local character and history, including the surrounding built environment and landscape setting.
- Conserve and enhance landscape and scenic beauty in National Parks, The Broads and Areas of Outstanding Natural Beauty.

B.166 A Green Future: Our 25 Year Plan to Improve the Environment **[See reference 166]**: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: recovering nature and enhancing the beauty of landscapes. Actions that will be taken as part of this key area are as follows:

B.167 Working with AONB authorities to deliver environmental enhancements.

B.168 Identifying opportunities for environmental enhancement of all England's Natural Character Areas, and monitoring indicators of landscape character and quality.

Sub-national

B.169 East of England Landscape Typology **[See reference 167]**: The East of England Landscape Character Typology draws on a range of data, including Landscape Character Assessment, Historic Landscape Characterisation, biodiversity and rural settlement data sets, as well as data generated through consultation. It provides a finer grain of detail on landscape character than the national-level Character Areas.

B.170 Cambridge Landscape Character Assessment (2021) **[See reference 168]**: identifies and records patterns, features, and elements of the various generic types of landscapes and areas of distinctive character in Greater Cambridge that contribute to making one landscape different from another. This document provides a basis for adopting an integrated, positive approach to managing landscape change by all those involved with, or that have an interest in, the planning, design and management of the Greater Cambridge landscape.

B.171 Ouse Washes Landscape Character Assessment (2013) **[See reference 169]**: Commissioned by Cambridgeshire ACRE as part of a Landscape Partnership Lottery Fund bid as a standalone report describing the distinctive

Appendix B Relevant Plans, Policies and Programmes

character of this part of the Fen Basin, to help to support building a 'sense of place'. The area covered by the study area overlaps with South Cambridgeshire District in the north.

B.172 LUC's Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report (2020) [\[See reference 170\]](#) states that conserving and promoting landscape is a key function of Green Infrastructure, indicating that a large part of Greater Cambridge's identity links to its predominantly rural landscape and agricultural heritage. Further to this, LUC's Greater Cambridge Green Infrastructure Opportunity Mapping, Part 2 (2021) [\[See reference 171\]](#), highlights the importance of conserving and enhancing landscape as a key function of GI, with recommendations including woodland expansion and protecting the East Anglian chalk groundwater resource by enhancing GI features through landscape-scale management.

B.173 South Cambridgeshire Landscape in New Developments SPD (2007) [\[See reference 172\]](#): expands on district-wide policies to provide additional guidance for planning applicants on how landscape should be integrated into new developments.

The objectives of the international, national and local plans and programmes summarised above that relate to Landscape have been addressed in this SA through SA objective 6 (landscape and townscape).

Appendix C

Baseline Information

Land

- The majority of the AAP area is on previously developed land, with Anglian Water's Water Recycling Centre (WRC) currently occupying approximately 40% of the eastern area of the site, and Cambridge Science Park comprising St Johns Innovation Centre and Cambridge Business Park to the west (30% of Cambridge's current office and R&D stock). The Cambridge North Station and Chesterton Rail Sidings are also present on the site. The former park and ride site and golf driving range north of Cowley Road, Nuffield Road Industrial Estate and Trinity Hall Farm Industrial Estate, Orwell Furlong and an open space alongside the Cambridgeshire guided busway round off the site, The total AAP area is around 182 hectares.
- The current Mineral and Waste Plan allocates a sand and gravel safeguarding area within and adjacent to the AAP area [\[See reference 173\]](#). However, it is considered highly unlikely that minerals extraction would take place at North East Cambridge given that the area is already developed.
- The AAP area does not include any agricultural land however, it does contain contaminated land. Development of the AAP area will require thorough investigation of ground contamination and may require remediation and mitigation proposals, the nature of which partly depends on the proposed uses [\[See reference 174\]](#).
- The area to the north and east is designated as Green Belt land. The golf driving range north of Crowley Road is still operational.
- The transport designations in the County's Minerals and Waste Plan focus on the retention and safeguarding of the strategic railhead and associated aggregates operations on the Chesterton Rail Sidings.

Key Issues

- AAP site is predominantly previously developed with numerous extant land uses on-site (mainly employment/industrial, transport plus recreational) plus some contaminated land, restricting availability for housing.

Likely Future Baseline without the AAP

- There are currently no plans to exploit the sand and gravel resources nearby.
- Contaminated land is likely to remain as such unless remediation takes place in order to enable the development.
- Much of the land in the area is under-utilised in terms of development density. There are also significant areas of vacant and under used land on site and this is likely to remain in the absence of the AAP.
- It is likely that the WRC will be moved off site however it is not currently decided where it will be moved to but will continue to serve the Cambridge area.

Implications for the Plan

- Development of the AAP will require thorough investigation of ground contamination and may require remediation and mitigation proposals, the nature of which partly depends on the proposed uses. The level of remediation required depends on the proposed uses. The highest level required will be for residential uses with gardens. Redevelopment of the draft AAP for uses identified within the Local Plan policies would make good use of previously developed land.
- There is a high level of housing needed in the Cambridge area and there are currently limited community facilities and open space within the AAP. The area can make a valuable contribution to overall housing and local facility supply.

Environmental Quality and Protection

- Air and noise pollution are issues that can impact the health of residents, workers and students in Cambridge and South Cambridgeshire, as well as adversely affecting local wildlife.
- Air quality issues have been identified along the A14, from the A14 Milton Junction to Bar Hill, through the designation of an Air Quality Management Area (AQMA). The A14 Corridor AQMA has been designated for nitrogen dioxide (NO₂) and particulate matter (PM₁₀) due to the amount of traffic that is in the area. The AQMA boundary stops to the north-west of the area and therefore does not adjoin the area. The plan will, however, need to consider the impact of the section of the A14 which is alongside the AAP area to the north. The A14 has been upgraded between Huntingdon and the Milton Interchange. The AAP area is also located to the north of the Cambridge AQMA, and is connected to it by the A1309 [\[See reference 175\]](#).
- Ongoing operation of the aggregates importing businesses, next to the site, will generate dust.
- Operations associated with the ongoing use of railway for aggregates importation will produce noise and vibration issues.
- The Cambridge North railway station is now open, along with the guided busway extension to provide direct access to the station.
- Two entries were added to the South Cambridgeshire District Council's Contaminated Land Register in 2003 and 2010. However, both have now been remediated [\[See reference 176\]](#). There is currently one entry on the register for Cambridge City that consists of four addresses. All of these addresses have now been fully remediated [\[See reference 177\]](#). There is currently one entry on the East Cambridgeshire District Council's Contaminated Land Register, added in 2006 for contamination caused by the presence of a former gasworks. This included ground gas, heavy metals and hydrocarbons. The site has since been remediated and is fit for purpose [\[See reference 178\]](#).

- The Water Recycling Centre is currently a source of odour to the local area and is therefore currently a constraint to development. An independent Odour Impact Assessment Study, commissioned by the Councils, has been undertaken to model and map the levels of odour exposure emanating from the Water Recycling Centre [See reference 179]. If this facility is relocated off the AAP site, this odour constraint will be removed.

Key Issues

- Air pollution, dust, noise, vibration and odour all currently affect the site due to existing uses on-site and nearby (e.g. traffic along the A14).

Likely Future Baseline without the AAP

- Air quality along the A14 may improve following upgrading and management of the AQMA.
- Dust may continue to be emitted from the aggregates importing business.
- Railway for aggregates importation will continue to produce noise and vibration.
- The Water Recycling Centre could also continue to emit odours.

Implications for the Plan

- The operational activities of the aggregate importing business in the longer term must be considered in the AAP. This will have impacts in terms of what class and type of development is suitable in certain locations in the draft AAP. By proposing development in the AAP, it will encourage the thorough investigation and remediation of contaminated land.
- Areas immediately adjacent to the A14, the railway line and sidings, mineral and waste operations will require mitigation due to noise issues. Consideration will need to be given to air quality associated with the

industrial areas and the A14; dust from the mineral and waste operations; and vibration close to the railway line and sidings. Measures to reduce light pollution from new developments will also be required.

Biodiversity, flora and fauna

- There are no European Designated Sites or Sites of Special Scientific Interest (SSSIs) in the AAP area.
- North East Cambridge has undergone significant development over time and there are few existing habitats which provide any clues to former land use. The exception, and perhaps the only long-standing habitat, is the Milton Road Hedgerows which run alongside Cowley Road.
- The Milton Road hedgerows are designated as a City Wildlife Site (CiWS). The Bramblefields LNR lies immediately adjacent to the south east. Bramblefields LNR comprises a mix of woody and bramble scrub, woodland, grassland and a small pond. Within the AAP area there are a variety of habitats, such as woodland, scattered trees, scrub, hedgerows, poor semi-improved grassland, ephemeral/short perennial vegetation, wet ditches (First Public Drain), and ponds. There are a number of notable plants present within the eastern area of the AAP and records of protected species within the vicinity of the site include Water vole records associated with the First Public Drain [\[See reference 180\]](#).
- The status of notable plants present in the rail sidings is to be confirmed following recent development works. An ecology survey undertaken in 2016 recorded the presence of notable plant species and protected species.
- Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act 1981 [\[See reference 181\]](#).
- Cambridge has a high standard of Green Infrastructure (1.8ha of informal open space per 1,000) with particularly high provision in some wards to the north east, south east and south west of the City. East Chesterton

Ward has 2.89 hectares of protected open space per 1,000 population. Some 58.5% of this is publicly accessible [\[See reference 182\]](#).

- Green Infrastructure within the AAP area includes allotments, Bramblefields LNR to the south, the First Public Drain, which is lined with willow coppice on some stretches and is a wildlife corridor, and the Guided Busway route is a green corridor.
- The River Cam, a County Wildlife Site, forms a key corridor which performs a key role in offering green infrastructure provision in and around Cambridge. The River Cam lies just to the east of the AAP area.
- The northern fringe of Cambridge includes areas with a deficiency in Accessible Natural Green Space (ANGS) at the 20ha plus standard. At the 2ha plus standard there are significant deficiencies across the whole area of Cambridge [\[See reference 183\]](#).

Key Issues

- Fragmented habitats across the AAP site.
- AAP site is adjacent to a designated City Wildlife Site which contains notable and protected species and habitats.
- There are areas with a deficiency in ANGS in the northern fringe of Cambridge.

Likely Future Baseline without the AAP

- Pressure for development in the AAP area is likely to increase pressure on already fragmented habitats. Existing green infrastructure is likely to be protected and new infrastructure provided for as development takes place, through policies in the Local Plans. However, an ad hoc approach is less likely to make the most of opportunities for provision of a more coherent network of green spaces.
- Large areas of the site are of limited value in habitat and protected species terms and are likely to be the focus for future development within the area.

Implications for the Plan

- The AAP should seek to maintain and enhance the connectivity of fragmented habitats through encouraging additional green infrastructure.
- The AAP must seek to protect areas supporting the legally protected Jersey Cudweed.
- The AAP should seek to protect the Local Nature Reserve and City Wildlife Sites and could encourage access to the LNR (if appropriate) via footpath links from employment and housing areas within the AAP site.
- There are opportunities for ecological improvements around the First Public Drain (both water quality improvements and habitat creation).
- The AAP should maintain and seek to enhance the provision of accessible natural green space. Biodiversity can also be enhanced by integrating enhancement into all development proposals, for example through the use of biodiverse roofs, integration of bird and bat boxes and selection of native species. Biodiversity net gain should be a guiding principle.
- Ecology surveys should be undertaken to identify habitats and species of value and importance that need to be considered in determining constraints and opportunities.

Landscape, townscape and cultural heritage

- Transport infrastructure, business and commercial development are now major components of the relevant National Character Area profile 88: Bedfordshire and Cambridgeshire Claylands **[See reference 184]**.
- Cowley Road industrial estate includes a range of low-density industrial uses, in addition to providing the frontage to the new station. The large area occupied by Chesterton rail sidings has been unused for many years and contributes toned to enhance the overall character of the area. The Cambridge Science Park provides home for a range of science and technology-based industries and contains significant areas of car parking.

Appendix C Baseline Information

Planning permission has already been granted for some buildings to be demolished and replaced with more intensive commercial buildings.

- Baits Bite Lock and Fen Ditton/Chesterton Sidings Conservation Areas are located east of the railway and are recognised for the architectural quality and historic interest. These areas contain multiple listed buildings designations. However, there are no Conservation Areas, Listed Buildings, Registered Parks and Gardens or Scheduled monuments in the AAP area.
- It is not known whether there is underground archaeology.

Key Issues

- AAP site is within the vicinity of two Conservation Areas and a number of listed buildings.

Likely Future Baseline without the AAP

- There is likely to be a continued focus on residential, commercial and infrastructure, road and rail improvements within the draft AAP and within the wider landscape context.
- There is likely to be a need to maintain and where appropriate enhance the overall character and qualities of the townscape and skyline of Cambridge.
- Existing nearby conservation area and listed buildings are likely to remain in place.

Implications for the Plan

- The AAP should lead to development that respects the adjacent Green Belt and seek to maintain its character, views and the wider landscape context will be important Considerations for the AAP. There is a need to maintain and where appropriate enhance the overall character and

qualities of the skyline of Cambridge, as the city continues to grow and develop into the future.

- The AAP will need to ensure development complements and enhances the city's character through the use of high-quality design that maximises opportunities to support the natural environment with new and existing open spaces.
- Potential for unknown archaeology may require investigation prior to development consent, however, no known constraints are recorded which will affect the masterplan options.

Climate change

- The Intergovernmental Panel on Climate Change's 2018 report has led to local governments across 16 countries declaring climate emergencies, and in May 2019, the UK Government declared a climate emergency, amending the 2008 Climate Change Act to set a target for emissions in the UK to become net zero by 2050. Both Cambridge City Council and South Cambridgeshire District Council have pledged to support net zero through the development of planning policy, as well as other areas over which the Councils have influence.
- On 21 February 2019 Cambridge City Council declared a 'climate emergency', following the submission of a petition signed by over 2,000 local residents. The Council also agreed on the same date to establish a Cambridge Climate Charter, which will call on all organisations, businesses and individuals in the city to each establish their own carbon reduction plans to work toward achieving the city's net carbon-zero aspiration [See reference 185]. South Cambridgeshire District Council has also declared a climate emergency. A Zero Carbon Study was commissioned to inform plan making, and published in August 2021 [See reference 186].
- Changes to the climate will bring new challenges to Greater Cambridge's built and natural environments. Hotter, drier summers may have adverse health impacts and may exacerbate the adverse environmental effects of air and water pollution. A changing climate may place pressure on some

native species and create conditions suitable for new species, including invasive non-native species. The Greater Cambridge Green Infrastructure Opportunity Mapping (2020) highlights the potential role of GI in mitigating and adapting to climate change, including sequestering carbon and mitigating the urban heat island effect and notes that the City of Cambridge has set a target for tree cover of 19% by 2030 [\[See reference 187\]](#).

- Between 2005 and 2019 in South Cambridgeshire, per capita carbon emissions fell from 13.7 tonnes to 7.6. In Cambridge City per capita emissions are lower and fell from 6.7 to 3.9 tonnes over the same period. As of 2019 the average for Cambridgeshire County was 9.3 tonnes per capita, and the average for England was 4.9, suggesting that Cambridge City is outperforming the national and regional averages, while the carbon emissions of South Cambridgeshire are higher than the national average but lower than the regional average [\[See reference 188\]](#).

Key Issues

- The climate will continue becoming hotter and drier during summers and wetter and warmer during winters.
- High per capita carbon emissions.

Likely Future Baseline without the AAP

- The councils have agreed to strive towards zero carbon by 2050, and review policies through the next local plan.
- Even if changes were made now, however, unavoidable climate change would still occur. There are three key risks for Cambridge associated with predicted changes in climate:
- Higher winter rainfall and increases in intense rainfall, leading to increased risk of flooding from rivers and watercourses or surface water flooding.
- Drier summers, leading to water shortages and droughts.

- Increased summer temperatures, leading to overheating.
- **[See reference 189].**

Implications for the Plan

- The principles of sustainable design and construction need to be integrated into all development proposals. Greater Cambridge has a sustainable design SPD in place **[See reference 190]**. However, more specific sustainability requirements may be necessary as part of the AAP. It is important that the following considerations are addressed:
 - The potential carbon reduction policies that are more onerous than the national building regulations.
 - The requirement for an energy hierarchy pursued through planning policies.
 - Measures to deal with increased temperatures in a way that does not increase energy use and associated greenhouse gas emissions, for example through improvements to building fabric.
 - Water scarcity, particularly in regard to looking at the creation of new areas of landscaping, and minimising the use of potable water for irrigation. (See below for details regarding flooding).
 - The proximity of North East Cambridge to the Cambridge North Railway Station, Guided Bus route, Waterbeach Greenway and Public Transport Corridor and the Chisholm Cycle Trail provides opportunities for the development to focus on active travel, reduction of greenhouse gas emissions, incorporation of green infrastructure, reduction of private vehicle use and expansion of wildlife habitats.

Water and flooding

- The First Public Drain runs across the AAP area, connecting into the River Cam to the east and north east of the site, and provides the surface water drainage for the AAP area. It flows from west to east through the Science

Appendix C Baseline Information

Park under Milton Road and then heads northeast along the boundary to the Water Recycling Centre (WRC). The River Cam lies to the east of the site.

- There are two sources of potential fluvial flood risk to the site, the River Cam and the First Public Drain. The AAP area is entirely within Flood Zone 1 [See reference 191]. The First Public Drain is not designated as main river; it is therefore not monitored by the Environment Agency. The River Cam into which it drains has moderate ecological quality and good chemical quality [See reference 192].
- The Greater Cambridge Integrated Water Management Study, Outline Water Cycle Study 2021 [See reference 193] provides evidence on existing (baseline) infrastructure and environmental conditions for water aspects relevant to the new Local Plan: flood risk, water supply, wastewater and water quality. Opportunities, constraints and uncertainties for each of these aspects have been identified. It is stated that unless solutions are identified and delivered to provide more water to Cambridge then continued growth will cause detriment to the water environment.
- Cambridge Water handles the demand for water in Cambridge including where the site is located. However, Anglian Water borders Cambridge Water's area of supply on the north, east and west. As such, as part of the preparation for the Cambridge Water Resources Management Plan, Cambridge Water and Anglian Water met to discuss various issues. Anglian Water's preferred strategy is for all development in and around Cambridge to drain to Cambridge (Milton) WRC. In order to achieve this there will be a requirement for upgrades to the Cambridge waste WRC system. However, it is not expected that wastewater treatment will be a constraint to growth in Cambridge [See reference 194], as Anglian Water has made a commitment to upgrade their existing WRC to meet the city's growth needs up to 2031.
- The First Public Drain is a wildlife corridor at present and provides the surface water drainage for the AAP area and much of the surrounding area. The main flow of the drain is to the north with a semi-redundant section shown to connect into the River Cam, flowing underneath the railways sidings to the east.

Appendix C Baseline Information

- The AAP area is in flood zone 1 (low risk), however, there is a level of surface water flood risk. The risk is confined to small local areas that can be mitigated against through good design and careful masterplanning. Areas of open space may be required to manage this risk.
- Levels of groundwater in the area are known to be high, although there are no recorded instances of groundwater flooding within the AAP area. The extent, type and remediation of contamination on site will also determine surface water management solutions [\[See reference 195\]](#).
- Various contaminants are present on site, including heavy metals in soils, hydrocarbons in the soil and groundwater and chlorinated solvents and monitoring should occur to ensure that this does not affect the water quality within the First Public Drain.

Key Issues

- AAP site is entirely within Flood zone 1, however, flood risk is likely to be exacerbated by changing climate.
- Potential for impacts on water quality through increased surface runoff or if existing wastewater treatment infrastructure not upgraded.

Likely Future Baseline without the AAP

- Existing flood risk is likely to continue to be an issue and is likely to be exacerbated by climate change. Individual planning applications will be required to limit impacts on flooding through Local Plan policies. However, a co-ordinated approach to Sustainable Drainage Systems (SuDS) will not be achieved through ad hoc development and therefore opportunities for greater enhancements may be missed.
- Water sensitive urban design will be implemented in the AAP through the policies in the Local Plans which will reduce impacts on water quality from run-off and surface water pollution. However, a co-ordinated approach to Sustainable Drainage Systems (SuDS) will not be achieved through ad

hoc development and therefore opportunities for greater enhancements may be missed.

Implications for the Plan

- Design and layout options for the AAP should include SuDS to improve water quality within First Public Drain and the River Cam, whilst providing opportunities to slow and reduce runoff rates which will have benefits for the wider drainage of the site.
- An integrated surface water policy is needed for the AAP. This should include:
 - Consideration of sustainable drainage systems.
 - Holding water on site including water storage areas.
 - Opportunities for ecological improvements around the First Public Drain (both water quality improvements and habitat creation)

Human health and wellbeing

- The areas adjoining the AAP area are largely residential. To the east of the railway line there are a number of Gypsy and Traveller sites.
- The AAP area is approximately 3km from Cambridge City Centre. To the north of the A14 lies the village of Milton, 0.8km from North East Cambridge (NEC). The planned new town north of the existing Waterbeach village lies around 5.5km to the north.
- There is a high level of housing needed in the Cambridge area and the AAP area and its surroundings currently has very limited facilities (e.g. retail, community and leisure uses).
- Cambridge experiences slightly higher rates of crime than for Cambridgeshire as a whole. The Index of Multiple Deprivation indicates that East Chesterton and King's Hedges wards are in the 20% most

Appendix C Baseline Information

deprived areas. Milton lies within the 50% most deprived areas and Milton & Waterbeach lies within the 20% least deprived [\[See reference 196\]](#).

- Cambridge has the highest proportion of minority ethnic population in the county, with 14.3% of people from ethnic groups other than White British. By contrast in South Cambridgeshire 93.3% of the population in 2011 were White, with 5% of people identified as from minority ethnic groups.
- Some 85.9% residents of East Chesterton ward (in Cambridge) and 89.2% of Milton ward (in South Cambridgeshire) were White British, compared to 92.6% in Cambridgeshire. The largest ethnic minority in both areas was Asian or Asian British at 8.1% and 6.9% respectively [\[See reference 197\]](#).
- The 2011 Census statistics suggest that health in Cambridge is generally good with 86.7% of the population reporting themselves to be in very good or good health. Some 9.7% state they are in fair health, with only 2.9% and 0.8% in bad or very bad health respectively. Furthermore, 87% of the population state that their day to day activities are not limited by their health, 7.5% state that they are limited a little and 5.5% limited a lot. Estimated levels of adult excess weight and physical activity are better than the England average. With regard to South Cambridgeshire, the statistics suggest that health is generally good with 86.2% of the population reporting themselves to be in very good or good health. Some 10.6% state they are in fair health, with only 2.5% and 0.7% in bad or very bad health respectively. Furthermore, 86.1% of the population state that their day to day activities are not limited by their health, 8.4% state that they are limited a little and 5.6% limited a lot [\[See reference 198\]](#). Estimated levels of adult excess weight and physical activity are better than the England average.
- Average life expectancy within Cambridge is slightly above the national average, being 80.3 for males and 83.7 for females. Life expectancy is 7.5 years lower for men and 7.0 years lower for women in the most deprived areas of Cambridge than in the least deprived areas [\[See reference 199\]](#).
- Average life expectancy within South Cambridgeshire is slightly above the national average, 82.9 for males and 85.8 for females. Life expectancy is

not significantly different for people in the most deprived areas of South Cambridgeshire than in the least deprived areas.

- Milton Park, designated Open Space, lies to the north of the site on the other side of the A14.
- Arbury ward, adjacent to the AAP area in East Chesterton, has the lowest amount of Protected Open Space in Cambridge and the spaces that are available are considered to be of insufficient quality, size and proximity to housing. West and East Chesterton have greater provision of open space [\[See reference 200\]](#).
- There are no education facilities within the AAP area, however, there are eight primary schools, three secondary schools and one further education facilities within close proximity to the area [\[See reference 201\]](#). Accessibility to some of these facilities is hindered however by the A14, the River Cam and busway.

Key Issues

- AAP site does not include existing education facilities, and nearby areas have deficiencies in open space.
- The wards around the AAP area have generally good life expectancy and health, but there are some areas that are in the 20% and 50% most deprived.

Likely Future Baseline without the AAP

- New employment may be provided through new developments within the AAP area which come forward independently of an AAP. Without an AAP, opportunities to provide for healthy lifestyles and ensure equality in access to employment opportunities may be missed.
- The area to the north of Cambridge is likely to continue to be the main focus for development related to high technology and innovation. This well established and world-renowned cluster will need to be carefully grown to

ensure that increasing demand for employment floorspace is met over future decades.

Implications for the Plan

- The AAP should ensure that new jobs and facilities are accessible to people from all backgrounds and demographic groups. It should also set out a coordinated approach to employment development and affordable housing. It could ensure provision of local shops, other contemporary uses and additional community use facilities.
- Protected Open Space within the AAP (Bramblefields Local Nature Reserve and an area of allotments in the south) should be included within the AAP masterplan. The AAP could contribute to improving health and well-being of local residents through the provision of Publicly Accessible Open Space, the minimisation of environmental pollution, the encouragement of active lifestyles through the prioritisation of walking and cycling modes in the AAP masterplan.
- New development and growth will drive a need for new local retail services but will also require investment in community and physical infrastructure to meet needs. This AAP should include services such as education, healthcare, recreation and open space.
- The AAP could capitalise on the multiple educational links in the area, such as Cambridge Regional College, to improve links to businesses.

Economy and Infrastructure (including transport)

- The Ely to Cambridge Transport Study found that around 76% of work trips to the AAP area are made by car which is significantly higher than many other areas in and around Cambridge. In terms of more sustainable modes of transport, only 2% of trips to work are made by bus and 15% made by bicycle. In addition, a review of 2011 Census data shows that nearly half of employees travelling to the study area have no public

transport alternative from point-of-origin and that nearly 90% of these travel to the site by car. The fact that there is currently an over-abundance of free parking across the AAP site as a whole exacerbates this situation and disincentivises use of public transport (PT) even where it is available [See reference 202]. The opening of the new railway station, Guided Busway and cycling and walking improvements offers an opportunity to improve this situation.

- The Cambridge North Station opened in 2017 and is located within one mile from Cambridge Science Park and 0.5 miles from CNFE. The railway provides services to London, Ely, Kings Lynn and Norwich. Cambridge Busway provides access to the Science Park and links to the Cambridge North station and Park and Ride bus services.
- A review of baseline transport conditions in and around the study area shows that North East Cambridge is already relatively well-connected to surrounding multi-modal networks, but the effectiveness of these connections is hampered by performance limitations at peak times. Examples of these include highway congestion issues at the Milton Interchange and on Milton Road; delays to vehicles departing areas of the site during the PM peak period; and overcrowding on busway and rail services.
- There are some significant barriers to pedestrian and cycle movements within and around the study area, including those imposed by Milton Road, and some of the intra-site boundaries including fencing around the Cambridge Business Park, which reduce the potential permeability for these modes, while options for introducing new highway access points and/or increasing existing highway network capacity, even if this were desirable, are also limited by the same physical barriers and other constraints.
- A rail safeguarding area covers the Chesterton sidings within South Cambridgeshire part of the AAP area.
- The A14 has been upgraded between Huntingdon and the Milton Interchange. Improvements to the A10, including junction improvements and dualling, are being explored by the Cambridgeshire Combined Authority. This will assist delivery of development, but the largest

movements associated with development of the AAP area would be from the east and west on the A14 and from the south on the M11.

- A large proportion of Greater Cambridge's employment floorspace is focused in and around Cambridge city, including existing employment development at North East Cambridge. In the city, industrial rents have increased considerably in recent years, resulting in a growth of supply in South Cambridgeshire, and on the outskirts of Cambridge city. Cambridge is well-known for science industries, and therefore includes a substantial amount of research and development floorspace. There is a high demand for dry lab space and offices in North East Cambridge [\[See reference 203\]](#).
- Demand for jobs and employment floorspace is expected to continue to grow. Long-term changes to working patterns as a result of the Covid-19 pandemic remain uncertain, but it is expected that there will be a greater shift to flexible working and home working.

Key Issues

- High levels of car use.
- There is high demand for employment floorspace at North East Cambridge.
- Long-term changes to working patterns as a result of the Covid-19 pandemic remain uncertain.

Likely Future Baseline without the AAP

- A new cycle route, the Chisholm Trail has been proposed which would run north to south, following much of the railway line. This would improve access to the site by cycle.
- Even with the improvements currently taking place, growth at NEC has potential to displace traffic onto less appropriate routes.

Appendix C Baseline Information

- New developments within the AAP can occur under the Local Plans, however a co-ordinated approach through an AAP would provide increased opportunities.
- A generous supply of land exists for high technology research and development uses outside the City.
- The South Cambridgeshire Local Plan includes Policy E/1: New Employment Provision near Cambridge - Cambridge Science Park which supports employment development and redevelopment to ensure the continued development of the Cambridge Cluster of high technology research and development companies
- The creation of a more accessible local centre that provides employment and community facilities is unlikely without the AAP.
- The safeguarded rail area will continue to be in place and the sidings may continue to be actively used for rail transport.

Implications for the Plan

- Future redevelopment within the AAP area could result in severance issues if the transport network isn't properly considered. The AAP area has close connections to the A14 and is mainly served by junctions off Milton Road. Nuffield Road Industrial Estate is served from Green End Road. In peak periods, parts of the network frequently operate at or near capacity, particularly in the morning and evening peaks. The severance issues make moving within and beyond the AAP area more challenging, such as difficulties in crossing Milton Road, the boundaries of business parks, and the railway line.
- The AAP should seek to capitalise on opportunities to encourage use of public transport and walking/cycling and opportunities provided by the development of the Chisholm Cycling Trail.
- The AAP should set out a co-ordinated approach to employment development. It could provide local shops and other complementary uses.

Appendix C Baseline Information

- The AAP should ensure that new jobs and facilities are accessible to people from all backgrounds and demographic groups. It should also set out a coordinated approach to employment development. It could provide local shops, other contemporary uses and additional community use facilities.
- The AAP could help to provide new accessible employment opportunities, particularly for people in the east Chesterton ward. These could potentially include training opportunities, such as apprenticeships.
- The masterplan options for the AAP will need to include the Chesterton sidings rail safeguarded area.

Appendix D

Reasonable Alternatives Options and Why Preferred Options were Selected

D.1 This appendix presents the Councils' reasoning for selecting the preferred approach and why alternative options were not taken forward. Two tables are presented below. Table D.1 sets out the reasonable alternatives identified by the Councils in preparing the Draft AAP and the reasoning for selecting the approach taken in the Draft AAP. In preparing the Proposed Submission AAP, the policies set out in the Draft AAP evolved as a result of updated evidence and in response to consultation comments received on the Draft AAP. As such, this SA has presented all assessments of the preferred option from the SA of the Draft AAP as reasonable alternatives to the policy wording included in the Proposed Submission AAP.. Table D.2 summarises the changes to each of the policies since the Draft AAP and provides an updated explanation of why the preferred policy was selected for the Proposed Submission AAP.

Table D.1: Alternatives considered by the Councils in 2020 and why the preferred policy in the 2020 Draft AAP was selected in light of reasonable alternatives

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
Vision	No reasonable alternatives identified.	N/A	N/A
Objectives	No reasonable alternatives identified.	N/A	The preferred objectives have been devised from representations made on the 19 objectives identified in the Issues & Options consultation document in Spring 2019 as well as consideration of council corporate policy, adopted local plan policy and national guidance.
1. A Comprehensive Approach at North East Cambridge	<ol style="list-style-type: none"> Status quo: Retain the existing Local Plan policies for allocated sites within North East Cambridge. Enable sites to come forward for development contrary 	<p>Reasonable alternatives have been identified through a number of different sources.</p> <p>The previous 2019 Issues and Options consultation representations were considered against commissioned evidence and internal and external</p>	The Spatial Framework identifies strategic key fixes for the AAP area which enables development and infrastructure projects to come forward in a coordinated manner and provides the necessary framework in order to secure strategic infrastructure.

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
	<p>to the spatial framework for North East Cambridge</p> <p>3. Enable piecemeal and uncoordinated development of sites within North East Cambridge</p>	<p>stakeholder workshops to identify a set of alternatives.</p> <p>These alternatives were then considered against the backdrop of the currently adopted relevant Local Plan policies for both authorities and submitted as part of the development of the SA Policy Appraisal for further scrutiny.</p> <p>Councils corporate strategy/business plans plus national aspirations and delivering NEC will help meet these.</p>	
<p>2. Designing for the climate emergency</p>	<p>Status Quo – Rely on existing policy</p>	<p>See above</p>	<p>Addressing climate change is one of the core land use planning principles within the NPPF. Planning policies should be in line with the objectives and provisions of the climate change act, which was amended in August 2019 to set a legally binding target for the UK to become net zero by 2050. As existing policy was developed prior to the amendment of the Act, new policy is required to ensure that development at NEC</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			<p>responds to the twin challenges of climate change mitigation and adaptation, and meets its legal duties set out in the Climate Change Act and Planning Act. Many of the elements incorporated into the policy received support during the Issues and Options consultation.</p>
<p>3. Energy and associated infrastructure</p>	<p>Status Quo – Rely on existing policy</p>	<p>See above</p>	<p>The UK now has a legally binding target to achieve net zero carbon by 2050. To rely on existing policy would not be in line with the objectives and provisions of the Climate Change Act. The NEC AAP needs to put development in the area on a clear pathway towards net zero by 2050, and energy and associated infrastructure is a key element of this. In light of the opportunities that the redevelopment of the NEC site presents for site wide approaches to energy, and in light of the support for this approach at Issues and Options, policy will promote the development of such</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			<p>an approach, supported by the commissioning of a Site Wide Energy and Infrastructure Study and Energy Masterplan. This will help to identify at an early stage the level of energy infrastructure required to support the development of NEC, taking a proactive approach to assessing the energy requirements of the site in order to ensure that infrastructure constraints do not delay development from coming forward. This approach is in keeping with paragraph 151 of the NPPF.</p>
4a. Water Efficiency	Status Quo – Rely on existing policy	See above	<p>The policy position regarding water efficiency looks to ensure development conforms with the nationally stated BREEAM standards and then set a more aspirational target over time and where efficiencies can be justified.</p>
4b. Water quality and Ensuring Supply	1.	Requires retention of SCDC LP Policy CC/4 and CC/7	<p>The design of SuDS schemes will need to accord with adopted guidance and drainage to be assessed against the principles</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			set out in this and the policy. In terms of discharge the policy identifies a hierarchy order.
4c. Flood Risk and Sustainable Drainage	<ol style="list-style-type: none"> 1. Requires retention of SCDC LP policy CC/8 and CC/9 2. Retention of CCC LP policy 32 3. Predicates requirement for whole site strategic sustainable urban drainage system 	See above	The preferred option was taken as flood risk needs to be considered strategically and not at the plot scale level in order to manage flood risk holistically through SuDS schemes that ensure land is used efficiently and for dual purpose such as biodiversity, green infrastructure and informal open space where required.
5. Biodiversity and Net Gain	Status Quo – Rely on existing policy	See above	The policy reflects the emerging biodiversity net gain requirements in the Environment Bill and identifies how this can be achieved, including mitigation measures.
6a. Distinctive Design for North East Cambridge	Status Quo – Rely on the CLP allocation and existing Local Plan Policies (without the proposed defined framework)	See above	The policy identifies the importance of taking a design led and placemaking approach to the creation of NEC. Such an approach recognises the importance of Cambridge’s unique character but also that

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			NEC has the potential to create its own identity. The approach is underpinned by clearly setting out the expectations for achieving a high quality and well-designed place.
6b. Design of Mixed-Use Buildings	Status Quo – Rely on existing policy	See above	The approach set out in the policy emphasises the need to consider both horizontal and vertical mixing of uses. It identifies the need to consider future reuse and adaptation to reflect the changing nature of the district over coming years and decades. The policy also highlights the need to ensure that uses are compatible and that amenity and functional needs are well resolved as part of development proposals.
7. Legible Streets and Spaces	Status Quo – Rely on existing policy	See above	The approach to create a comprehensive street and spaces network allows for a permeable district that maximises easy accessibility for pedestrians and cyclists supported by a good public transport network. The emphasis on streets and spaces

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			<p>reinforces the need to create high quality and low speed public realm at NEC.</p> <p>Different approaches to tree planting and protection requires an overall tree management strategy approach to ensure there are no discrepancies across NEC. It has been incorporated into Policy 7 Legible Street and Spaces as this is where it was felt to have the largest impact in landscaping and the areas wider setting.</p>
<p>8. Open Spaces for Recreation and Sport</p>	<ol style="list-style-type: none"> 1. Strict application of Cambridge City Local Plan 2018 – Appendix I 2. Retention of South Cambridgeshire District Local Plan policy SC/7 3. making provision of green spaces at a district size 	<p>See above</p>	<p>The Cambridge City standards are based upon the city’s urban density and population. Similarly, South Cambridgeshire’s standards are based upon the area’s predominantly rural setting. The delivery of formal indoor and outdoor sports facilities across Greater Cambridge use Sport England’s facilities planning model to calculate the need for strategic sports facilities, for applicable sports.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
9. Density, Heights, Scale and Massing	Status Quo – Rely on existing policy	See above	<p>An evidence and assessment based approach is proposed that has informed building heights at NEC. Further assessment and justification will be required, as set out in the policy wording, as future schemes are designed. In addition to overall heights, the policy sets out expected requirements for creating well design ‘human scale’ street environments as well as creating a well-articulated and varied skyline.</p> <p>The policy, in conjunction with the Housing Design Standards policy, seeks to ensure that well designed developments are created that understand fully and respond appropriately to the challenges of building at higher densities.</p>
10a. North East Cambridge Centres	1. Piecemeal approach to intensified uses – plot promotion managed through DM process	See above	Identifies what the centres should contain to create areas of interest and vibrancy within the Area Action Plan area. Their locations, mark the intersection of key

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
	<p>2. Do Nothing – NPPF development principles</p>		<p>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. A set of development criteria to be applied to all centres will help to achieve coordinated and consistently high quality developments.</p>
<p>10b. District Centre</p>	<p>1. Retention of Veolia Waste Transfer Station on-site</p> <p>2. On-site relocation of the Golf driving range</p> <p>3. Retail and residential led, no employment floorspace</p> <p>4. Retail provision greater than 5,000sqm to create a destination shopping location</p> <p>5. Do nothing – NPPF development principles</p>	<p>See above</p>	<p>The location, mix of uses and development criteria identified will enable the district centre to be delivered in a coherent manner which will act as the central hub for the NEC AAP area. Retail provision has been informed by evidence to ensure the AAP trip budget is managed and to avoid negative retail impacts on existing town centres and retail locations.</p> <p>The location marks the intersection of key routes for pedestrians and cyclists.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			<p>A new District Square at the intersection of the District Centre will facilitate the provision of a local market to operate as well as other public events and informal use. It will 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.</p> <p>It will 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 The District Square will also provide appropriate space for storage units within adjacent public buildings or facilities, support operations including electricity for pitches and designated loading and unloading spaces.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
10c. Science Park Local Centre	<ol style="list-style-type: none"> 1. Development to consist of residential uses only 2. Development to consist of office uses only 3. Do nothing – NPPF development principles 	See above	<p>The location, mix of uses and development criteria identified will enable the local centre to be delivered in a coherent manner which will act as the hub for this part of the NEC AAP area. The provision of some retail floorspace in this location will serve a catchment beyond the AAP area, supporting the day to day needs of local residents, employees and students.</p> <p>The location marks the intersection of key routes for pedestrians and cyclists.</p>
10d. Station Approach	<ol style="list-style-type: none"> 1. Development to consist of residential uses only 2. Development to consist of office uses only 3. Do nothing – NPPF development principles 	See above	<p>The location, mix of uses and development criteria identified will enable the local centre to be delivered in a coherent manner which will act as the hub for this part of the NEC AAP area. The provision of a range of uses maximises the centre's excellent proximity to Cambridge North Station.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			The location marks the intersection of key routes for pedestrians and cyclists.
10e. Cowley Road Neighbourhood Centre	<ol style="list-style-type: none"> 1. No primary and/or secondary school in this location 2. Development to consist of residential and retail uses only 3. Retail provision in excess of indicative development capacity 4. Do nothing – NPPF development principles 	See above	<p>The location, mix of uses and development criteria identified will enable the local centre to be delivered in a coherent manner which will act as a small hub for this part of the NEC AAP area. The provision of some retail floorspace in this location will serve the day to day needs of local residents and employees in this area without creating the over proliferation of retail floorspace within North East Cambridge.</p> <p>The location marks the intersection of key routes for pedestrians and cyclists, reducing the need to travel to the educational facility by private vehicle.</p>
11. Housing Design Standards	Do nothing – Revert to the NPPF	See above	The policy seeks to ensure that well designed developments are created that understand fully and respond appropriately to the

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			challenges of building at higher densities.
12a. Business	<ol style="list-style-type: none"> 1. Only locate additional B1 floorspace within the existing employment sites (Cambridge Science Park, St Johns Innovation Park, Cambridge Business Park) 2. New B1 floorspace to be solely focused on science and technology premises 3. No provision to SME/start-up/incubation units within NEC 4. Prescribing upper net additional floorspace figures for B1a, B1b and B1c separately rather than combined 5. No net additional B1 floorspace within NEC 6. The loss of B1 floorspace from Cowley Road and Nuffield Road Industrial Estates 7. Do nothing 	See above	<p>Distributing net additional business floorspace across the NEC area facilitates the delivery of mixed-use developments and neighbourhoods which in turn supports the vision and strategic objectives of the plan. Existing and emerging evidence supports that there is substantial demand for additional business floorspace development in this location which supports the economic growth of Greater Cambridge.</p> <p>Enables a range of new business development to take place at North East Cambridge, creating 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 Greater Cambridge and beyond.</p> <p>The close proximity of new jobs to homes and public transport support the vision and strategic</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			objectives to not be reliant on car journeys.
12b. Industry, Storage and Distribution	<ol style="list-style-type: none"> 1. Increase overall industrial floorspace by intensifying current industrial sites – Nuffield Road and Cowley Road. 2. Remove industrial floorspace from NEC AAP as it is incompatible with residential uses. 3. Ensure 50% of industrial workspace is affordable. 4. Include B1c uses as acceptable uses in industrial areas. 5. Set a minimum plot ratio for new developments to achieve. 6. Mixed use is not acceptable for industrial uses. 7. Mixed use acceptable only with B1 office space. 8. Do nothing 	See above	Retaining industrial floorspace is a strategic need for Greater Cambridge. Supporting consolidation and mixed use facilitates this while improving efficiency of space and supporting trip budget. A percentage of this as affordable rent will enable start-up businesses and Small and Medium Enterprises to become tenants at the AAP.

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
13a. Housing	<ol style="list-style-type: none"> 1. Deliver more homes at a higher density in currently proposed sites 2. Deliver more homes at a higher density in currently proposed sites 3. Policy 8a to require an equal proportion of 1, 2, 3 and 4+ bedroomed dwellings across residential sites in NEC. 4. Require a majority of 3+ bedroom homes as to accommodate family growth. 5. Enable all affordable component to be provided off site. 6. Define truly affordable as social rent only. 7. Provide higher percentage of affordable homes – 60%. 8. Policy 8a to require a higher proportion, say 10%, of all residential units to be self/custom finish. 	See above	<p>This maximises delivery of homes on site while ensuring that homes are delivered to meet needs in line with latest evidence.</p> <p>Less prescriptive housing sizes means that the developers engage with planning and housing officers in pre-application discussions to identify and respond to latest evidence.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
	<p>9. Policy 8a to require all non-flatted residential units at NEC to be self/custom finish.</p> <p>10. Status Quo – Rely on existing policy</p>		
13b. Affordable Housing	Status Quo – Rely on existing policy	See above	<p>This ensures that affordable homes are delivered on site to the highest quality and well integrated with other tenures.</p> <p>Social/affordable rent vs. other affordable enables meeting of diverse affordability needs in Greater Cambridge</p>
13c. Housing for Local Workers	Status Quo – Rely on existing policy	See above	<p>Housing for local workers should be supported to ensure NEC AAP meets Greater Cambridgeshire housing needs while supporting internalisation trips</p>
13d. Built to Rent	<p>1. Will be promoted with no caveats</p> <p>2. Specify stronger limitations on build to rent</p>	See above	<p>BTR provision helps deliver much needed homes for section of people in Cambridge, but given lower contribution of affordable housing it needs to be limited to support delivery of affordable housing targets.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
13e. Custom Finish	Status Quo – Rely on existing policy	See above	A smaller percentage is proposed here due to the limited potential of self-build and to help in addressing existing demand.
13f. Short Term / Corporate Lets and Visitor Accommodation	Status Quo – Rely on existing policy	See above	<p>Policy limits growth for visitor accommodation to that needed by NEC only, to avoid creation of a destination location.</p> <p>Conversion of properties to visitor accommodation only permitted if it does affect local amenity and social cohesion.</p>
14. Social and Community Infrastructure	Status Quo – Rely on existing policy	See above	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

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			can be best used at all times of the day and week.
15. Shops and Local Services	<ol style="list-style-type: none"> 1. No restriction on the proportion of each centre 2. No minimum requirement for A1 convenience food store use 3. Allow a large single convenience food store 4. no retail impact assessment requirement for any retail developments outside an NEC centre 5. Status Quo – Rely on existing policy 6. The AAP to provide a district square that supports a range of local businesses and market stalls 	See above	<p>The policy is intended to create vibrant and sustainable local centres that help people meet their day-to-day needs in terms of shops and local services without creating a need for extensive car parking facilities or creating a 'destination' location for people outside NEC.</p> <p>No restrictions on the proportion of each centre including A1 convenience food store use would undermine the Vision for NEC and adversely affect neighbouring centres.</p> <p>Allowing a large single convenience food store would create a need for large car parking areas and create a shopping 'destination' area.</p> <p>Not requirement for a retail impact assessment for any retail developments outside an NEC centre, would potentially</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			undermine the delivery of NEC's vision for creating vibrant and sustainable local centres.
16. Sustainable Connectivity	<ol style="list-style-type: none"> 1. Status Quo – Rely on existing policy 2. even higher mode share targets 3. Different mode share targets across individual sub areas 4. Move towards car free development 	See above	To enable North East Cambridge to be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel, and to encourage active travel choices.
17. Connecting to the Wider Network	<ol style="list-style-type: none"> 1. Status Quo – Rely on existing policy 2. address some or all barriers with a different solution 	See above	To fully integrate North East Cambridge with its surroundings by sustainable modes to reduce the need to travel by car, by breaking down the existing barriers to movement.
18. Cycle Parking	Status Quo – Rely on existing policy	See above	To ensure the provision of sufficient and convenient cycle

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			parking, for all types of cycles, at people's homes, centres of employment, shops and other key community locations and transport hubs, to encourage high levels of cycle use.
19. Safeguarding for Cambridge Autonomous Metro and Public Transport	<ol style="list-style-type: none"> 1. Status Quo – Rely on existing policy 2. Adopt flexible approach to safeguarding land 	See above	To enable the delivery of high quality public transport and seamless interchange between modes at a series of travel hubs.
20. Last Mile Deliveries	<ol style="list-style-type: none"> 1. To include only one consolidation hub 2. To not include any consolidation hubs 	See above	To provide delivery hubs to reduce the number and impact of delivery vehicles.
21. Street Hierarchy	<ol style="list-style-type: none"> 1. Status Quo – Rely on existing policy 2. located primary traffic route around the periphery of NEC 3. restrict all non-essential traffic 	See above	To deliver place making objectives by ensuring streets are designed around active travel as the first choice, but ensuring 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.

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
22. Managing Motorised Vehicles	<ol style="list-style-type: none"> 1. Status Quo – Rely on existing policy 2. introduce vehicular trip budget and parking restraint 3. vehicular trip budget but no parking restraint 4. parking budget but no parking restraint 	See above	To enable development by carefully managing and reducing vehicular traffic, including through car parking controls, to ensure there is no unacceptable impact on the highway network.
23. Comprehensive and Coordinated Development	No reasonable alternatives identified.	See above	The preferred policy recognises the existing constraints to realising higher density mixed use development, including fractured land ownership, existing uses & layout, and developer aspirations, and, therein, the social, economic and environmental benefits to be achieved. Its section provides the only reasonable means by which to coordinate redevelopment and the delivery of crucial infrastructure to secure the optimum development potential of the area as a whole and over the life of the Plan.

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
24a. Land Assembly	Piecemeal approach to land assembly managed through DM process	See above	It is important that regeneration and development of NEC delivers upon the key interventions set out in the spatial framework. In the absence of a policy that addresses the requirement for land assembly, it is highly doubtful that market factors alone would secure the redevelopment of all land or buildings that are inconsistent with the new spatial layout and that could frustrate the realisation of the development potential of individual sites and/or the area as a whole.
24b. Relocation	Piecemeal approach to relocation managed through DM process	See above	NEC currently contains a number of 'bad neighbour' uses that are constraints to introducing a different mix, quantum and quality of development and to the realisation of the new place-making narrative for NEC. A reliance on market factors alone is unlikely to secure the appropriate relocation of these uses. The preferred option's section is necessary to secure the

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			positive intervention of landowners, developers and delivery partners in the relocation of these uses to more suitable locations within and outside of NEC.
25. Environmental Protection	Leave mitigation of impact up to the applicant and for them to demonstrate this through the dev management processes.	See above	The policy is proactive and holistic in its approach to obligate the developer to assess fully and mitigate impacts of proposals on environmental health. The policy also ensures that existing business operations are not negatively impacted by inappropriately located sensitive uses without reasonable mitigation. Finally the policy stipulates the requirements for a noise barrier to be integrated into the masterplan to ensure its design and delivery are not compromised, something which could be at risk through piecemeal proposals that would lack the same sort of are not afforded through a masterplan approach.

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
26. Aggregates and Waste Sites	<ol style="list-style-type: none"> 1. Defer to CS23 2. Relocate to east of Cam 3. Status Quo – Rely on existing policy 	See above	Required to ensure that site is able to deliver homes while protecting safeguarded sites. Built environment buffer enables homes to be built in line with environmental health concerns.
27. Planning Contributions	<ol style="list-style-type: none"> 1. Developer contribution required through local infrastructure tariff 2. in-kind contributions to be sought by developers to achieve infrastructure on site 3. limited to CAM metro 4. Limited to affordable housing 5. No major development granted consent without contributions in line with AAP viability 6. Status Quo – Rely on existing policy 	See above	Planning contributions retained within the AAP boundary are needed to provide the significant infrastructure to deliver the site and provide the level of affordable homes required.
28. Meanwhile uses	Status Quo – Rely on existing policy	See above	To help develop a sense of place and new community from the start, through enabling timely

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
			delivery of services, facilities and community uses which will support local skills development and entrepreneurship, and meet short-term gaps in the delivery of permanent community infrastructure.
29. Employment and Training	<ol style="list-style-type: none"> 1. No net additional employment floorspace to be proposed by the AAP. 2. The AAP to propose an intensification of industrial/employment floorspace on the site as opposed to a mixed-use development. 3. Status Quo – Rely on existing policy 	See above	<p>The policy creates 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.</p> <p>The AAP proposes to intensify business use: B1a office, B1b research and development, B1c light industrial floorspace on site with the introduction of higher density development that increases employment opportunities.</p>
30. Digital Infrastructure and Open Innovation	<p>No digital street furniture</p> <p>Open data not a planning decision</p>	See above	Leverage technologies and data to support open innovation and the provision of new

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Preferred policy	Reasonable alternatives	How reasonable alternatives were identified by the Councils	Councils reasons for why the preferred policy was selected in light of reasonable alternatives
	<p>requirement to maximise a building's off grid potential by exploring decentralised utilities and energy production: including rainwater harvesting, photovoltaic panels, microgrids, and domestic wind turbines where appropriate</p> <p>Developments must contribute to and accommodate new autonomous pod system</p> <p>Status Quo – Rely on existing policy</p>		<p>infrastructure, services and amenities.</p> <p>Developments need to contribute to 'digital public realm' by providing high speed broadband and publicly accessible Wi-Fi where possible.</p> <p>3D models helps the council make informed design decisions and ensure that the Spatial Framework is brought forwards in a coherent manner.</p> <p>Personal and non-personal held data can serve the councils, but will be held and republished in line with GDPR recommendation.</p>

Table D.2: Alternatives considered by the Councils in 2021 and why the preferred policy in the 2021 Proposed Submission AAP was selected in light of reasonable alternatives

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
Vision	<p>Vision amended to replace 'lively' with 'vibrant', include 'healthy', and 'high quality' homes. Additional amendment to wording of the Vision to include specific reference to high quality development.</p>	<p>The Vision wording has been updated to provide clarity by including specific reference to North East Cambridge being a healthy place, reflecting the Councils' priority and ambition. Additional amendments to the Vision referring to high quality development have been included to reflect the importance of good design and making North East Cambridge a place where people are proud to live and work.</p>
Objectives	<p>Objective 1 amended to add reference regarding not just reaching net zero carbon but sustaining it. Further addition to Objective 1 to include reference to blue infrastructure as well as green.</p> <p>Objective 2 amended to replace 'characterful, lively' with 'vibrant'. Additional amendment to Objective 2 includes reference to greater range of social infrastructure including community, sport, and health infrastructure.</p> <p>Objective 3 amended to add reference to an integrated economy. Additional wording to Objective 3 includes</p>	<p>The Objectives have been amended to refer to the importance of not just reaching net zero carbon but sustaining it, thus mitigating the climate emergency. Additionally, providing clarity to the important role of blue infrastructure at North East Cambridge.</p> <p>Further amendments clarify the opportunity to provide social infrastructure including high quality community, cultural, sport and health infrastructure to encourage healthy lifestyles, social interaction, and play.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>reference to high quality community, cultural and open space facilities.</p> <p>Objective 4 amended to add reference to healthy lifestyles enabled through a series of walkable neighbourhoods including:</p> <p>Additional reference to food growing activities</p> <p>And streets and spaces which enable social interaction and play.</p>	
Spatial Framework	<p>Spatial Framework: The Spatial Framework has the following amendments:</p> <p>Increase the amount of on-site informal and children’s play space to meet the standards set out in the Cambridge Local Plan (2018) with improved distribution of open space.</p> <p>The AAP area now includes five centres which serve a wider catchment than the draft Spatial Framework and include an enhanced level of retail provision than the draft AAP. All homes at NEC will now be within a five-minute walk of a District or Local Centre which will serve the day to day needs of people living in the area. In order to deliver the District Centre, the existing</p>	<p>Following the representations on the Spatial Framework at the Draft AAP stage, a number of amendments have been made which seek to address the points raised. The amount of on-site informal and children’s play space has significantly increased and now meets the standards set out in the Cambridge Local Plan (2018).</p> <p>Alongside other amendments listed, the improved distribution of open space means that all homes within the Plan area will be within a five-minute walk of an open space. The open space provision is also an integral part of the movement network across the area, connecting the planned District and Local Centres, new and existing</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>safeguarded Waste Transfer Station will need to be relocated and an interim site is identified adjacent to the safeguarded Aggregates Railheads. These safeguarded sites will be buffered by industrial uses to minimise impacts on more sensitive uses.</p> <p>The previous safeguarded site for a Secondary School is no longer required based on the assumed housing mix and population forecasts whilst three sites continue to be provided for primary provision, including a safeguard site for a primary school at the new Greenway Local Centre if required at a later stage in the development.</p> <p>Following further evidence undertaken on heritage and townscape impacts of development at NEC, the Spatial Framework also identifies where ‘marker buildings’ should be delivered to achieve placemaking benefits whilst protecting and enhancing the historic and build environment.</p>	<p>areas of employment and activity as well as active travel routes such as the Waterbeach Greenway.</p>
<p>1: A comprehensive approach at North East Cambridge</p>	<p>Policy 1: A comprehensive approach at North East Cambridge: The amendment to this policy revises quantum of development to provide approximately 8,350 new homes compared with provision of at least 8,000 homes and provide 15,000 new jobs compared with provision of at least 20,000 jobs.</p> <p>Amendment to add reference to the Combined Authority as a strategic partner for collaboration.</p>	<p>The policy has been updated to reflect the new quantum of development at North East Cambridge. The amount of development has been informed by significant changes to the Spatial Framework which introduces an enhanced open space provision and distribution across the AAP area whilst also reduces the amount of planning employment development to facilitate a better balance between new homes and jobs.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	Amendment to add requirement to secure and deliver a strategic environmental noise barrier close to the A14.	
2: Designing for the climate emergency	<p>Policy 2: Designing for the climate emergency: The amendments to this policy replace the construction standards in the draft AAP with the net zero carbon building standards.</p> <p>Amendments to the adaptation to climate change section, to clarify that the requirements also apply to infrastructure, and that overheating assessments should be carried out as an integral part of the building design process.</p> <p>Deletion of the carbon reduction policy section of the draft plan. New requirements added on the use of materials and undertaking Whole Life Carbon Assessments.</p> <p>Additional details added to site waste management section seeking innovative approaches to the storage and collection of waste post-construction.</p> <p>.</p>	<p>Amendments to the policy to replace the construction standards in the draft AAP with the net zero carbon building standards identified through the Councils' Net Zero Carbon Evidence Base. As all buildings will be expected to achieve net zero carbon, the futureproofing requirement is no longer required.</p> <p>The policy requires proposals to calculate whole life carbon emissions through a recognised Whole Life Carbon Assessment tool and demonstrate actions to reduce these emissions.</p> <p>The policy does not set specific requirements related to specific construction standards such as BREEAM or Passivhaus, albeit the approach to reducing energy use and associated emissions is derived from the approach used to achieve Passivhaus. This approach is in part due to the policy requirements exceeding the standards currently included in methodologies such as BREEAM, and indeed the metrics used are much more straightforward to calculate than the complex approach to energy performance ratios set out in BREEAM. Wider policies in the AAP cover many of the other elements considered by construction standards such as BREEAM,</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
		such as policies related to water use and sustainable drainage, biodiversity, and transport policies.
3: Energy and associated infrastructure	<p>Policy 3: Energy and associated infrastructure: Policy has been amended to reflect the completion of the Site Wide Energy Infrastructure Capacity Study and Energy Masterplan.</p> <p>This includes:</p> <ul style="list-style-type: none"> • a requirement for expansion of the Milton Primary Sub-Station, • a requirement for energy strategies to accompany development proposals, to include a feasibility assessment of renewable energy solutions, • optimisation of roof design to maximise solar generation, and • requirements related to smart meters and smart energy management to reduce peak demands on the electricity grid. 	<p>The amended policy reflects the completion of the Site Wide Energy Infrastructure Capacity Study and Energy Masterplan.</p> <p>The new policy wording provides clarity to the requirements needed to accompany development proposals, in order to reduce energy demand.</p> <p>Specific requirements related to key issues such as energy use in buildings, space requirements and electric vehicle charging, are covered in other policies in the NEC AAP. Policy 2 (designing for the climate emergency) sets specific requirements relating to heating demand, energy use intensity figures and also requires all new development to be fossil fuel free. Policy 22 (managing motorised vehicles) requires all parking spaces to include provision for charging electric vehicles. Policy 11 (housing design standards) includes requirements related to space standards.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
4a: Water Efficiency	<p>Policy 4a: Water Efficiency: The amendments to this policy replace requirements to achieve efficiency standards of 110 litres/person/day for all new residential development with a standard of 80 litres/person/day.</p> <p>Requirements for non-residential development remain as per the draft plan, at maximum BREEAM Wat 01 credits.</p>	<p>The new policy wording provides a more effective approach in which the NEC AAP can reduce the demand for water.</p> <p>The approach being taken in the AAP builds upon the preferred option in the emerging Greater Cambridge Local Plan, underpinned by the Greater Cambridge Integrated Water Management Study, which demonstrates that achievement of 80 litres/person/day is achievable by making full use of water re-use measures on site including surface water and rainwater harvesting and grey water recycling.</p>
4b: Water quality and ensuring supply	<p>Policy 4b Water Quality and ensuring supply: The amendments to this policy include the removal of the reference to a Water Quality Risk Assessment. Amendment to the policy clarifies that Planning applications will be required to demonstrate that all proposed development will be served by an adequate supply of water that will not cause unacceptable environmental harm.</p> <p>Planning applications will be required to demonstrate there is appropriate sewerage infrastructure, and that there is sufficient sewage treatment capacity to ensure that there is no deterioration of water quality.</p>	<p>The new policy wording provides clarification regarding water supply, sewage treatment and measures that should be taken to protect water quality.</p> <p>The removal of the reference to a Water Quality Risk Assessment has been removed as this is not a term recognised by the Environment Agency. However, the policy has been strengthened to require that all development proposals include an assessment of the measures to protect and enhance water quality in the surrounding water environment, particularly where there is known or potential land contamination or where the proposal alters ground conditions. The policy also</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Requirement for development to provide an assessment of the measures taken to protect and enhance water quality within the surrounding water environment, including to consider contamination issues.</p>	<p>requires this to be taken into account in the form of sustainable drainage system to be incorporated.</p>
<p>4c: Flood Risk and Sustainable Drainage</p>	<p>Policy 4c Flood Risk and Sustainable Drainage: Clarification and restructuring of the policy, in particular to avoid repetition of national planning policy, and classifications regarding requirements for flood risk assessments.</p> <p>The policy is amended to clarify the relationship of SuDS with open space uses, alongside the requirement for the design of SuDS to consider archaeology.</p>	<p>Flood risk management and drainage is an important issue for the plan. Amendments have been made to make the policy more effective.</p> <p>Several comments highlighted that the term SFRA had been used in error and the policy has been changed to say that proposals should be accompanied by a Site Specific Flood Risk Assessment (FRA). There is Government guidance and guidance in the Cambridgeshire Flood and Water SPD on how to carry out a FRA and so it is not necessary to repeat this.</p> <p>The section on potential flood risk to the development has been simplified as the whole of the AAP area falls within Flood Zone 1, and so the parts of the policy relating to other flood zones were removed as they are unnecessary.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
		<p>Archaeology is a key consideration in all SuDS design. (There are many examples of implemented SuDS schemes across Cambridge which has high archaeology potential). SuDS design would need to take account of archaeology identified and unknown archaeology.</p>
<p>5: Biodiversity & Net Gain</p>	<p>Policy 5: Biodiversity & Net Gain: The amendments to this policy include the requirement for biodiversity net gain figure change from a minimum of 10% to 20%.</p> <p>The amended policy requires Preliminary Ecological Appraisal to be undertaken to inform an Ecological Impact Assessment and Biodiversity Net Gain Assessment.</p> <p>Table added to supporting text setting out habitat creation recommendations.</p> <p>Update of biodiversity net gain metric from version 2.0 to 3.0.</p>	<p>Increased level of biodiversity net gain required reflects Ox Cam environmental principles and makes greater contribution to aim of councils to double nature.</p> <p>The new policy wording provides a mechanism to robustly assess habitat creation and management as well as instilling the importance of ecology and biodiversity net gain early in the planning application and development proposal process.</p> <p>The amendments to supporting text setting out habitat creation recommendation reflect the findings of the NEC Ecology Study (2020).</p>
<p>6a: Distinctive design for North East Cambridge</p>	<p>Policy 6a: Distinctive design for North East Cambridge. The amendments to this policy include Criterion to ensure infrastructure and mitigation integrates with the landscape, heritage, ecology, and visual impacts.</p>	<p>Scale and massing concerns were reconsidered in the review of the Spatial Framework, with the HIA and Townscape Strategy used to test and refine the best approach for the area to ensure that a placemaking</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Amendment of Criterion ‘g’ (now ‘h’) to include ‘successfully integrated ways’ in terms of functional design.</p> <p>Amendment to require that applicants demonstrate that they have understood rather than have regard to the unique characteristics of Cambridge and successfully resolved the challenges of building at higher densities.</p> <p>Additional requirement to ensure that the design and location of infrastructure or mitigation measures such as bridges, under passes and noise barriers are well integrated into the AAP area.</p> <p>Deleted reference to ‘contemporary design’ and replaced with emphasising the need for design and architecture to make a positive contribution to Cambridge’s heritage, townscape, and landscape qualities.</p> <p>Additional requirement to align with the principles of the Cambridgeshire Quality Charter for Growth.</p>	<p>approach underpins the design and planning of development at NEC.</p> <p>The review of the policy clarifies expectations regarding the delivery of distinctive design at North East Cambridge.</p> <p>The policy now requires that applicants demonstrate that they have understood rather than have regard to the unique characteristics of Cambridge and successfully resolved the challenges of building at higher densities.</p> <p>The policy wording now includes wording to include the need to ensure that the design and location of infrastructure or mitigation measures such as bridges, under passes and noise barriers are well integrated into the AAP area.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	Additional requirement to alignment with Fire Regulations.	
6b: Design of mixed-use buildings	<p>Policy 6b: Design of mixed-use buildings. The policy wording has been amended include wording about encouraging the reuse and conversion of building space over time.</p> <p>Additional policy wording has been added to require layout, access, servicing, and delivery managements to be 'well-resolved'.</p> <p>Reference to 'businesses' in part d has been changed to 'uses.</p>	<p>Conversion and the reuse of buildings including the identification of separate internal access arrangements for commercial and residential elements of a mixed use scheme is essential to minimise disturbance and allow each use to function effectively.</p> <p>Reference to 'businesses' in part d has been changed to 'uses' to reflect that the mix of uses may extend beyond businesses to include cultural, leisure or community facilities.</p>
7: Creating high quality streets, spaces and landscape	<p>Policy 7: Creating high quality streets, and spaces and landscape. The amendments to the policy include:</p> <p>The policy title amended to Creating high quality streets, and spaces and landscape.</p> <p>Reference added to part b to meeting the needs of disabled people as part of street and other movement routes design.</p>	<p>The policy title has been amended to better clarify the expectations around creating high quality streets, spaces, and landscape as part of development at North East Cambridge.</p> <p>The wording of the policy has been restructured and made more focussed to create a clear series of policy expectations to deliver the expected quality of streets, spaces, and landscape and to embed more clearly the need to create inclusive pedestrian environments.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Amendments to part c to clarify that NEC should link seamlessly with ‘its surroundings’.</p> <p>Part d amended to require shading of active travel routes by trees and vegetation and the need for ‘low ambient noise levels’ for public and private spaces.</p> <p>Part f amended to ‘accommodate’ rather than ‘incorporate’ trees and other planting of appropriate scale to adjacent buildings and public realm.</p> <p>New part g to ensure that trees and other planting are considered as an integral part of development proposals and take account of the Cambridge Tree Strategy.</p> <p>Part h (now i) amended to reference accessibility and remove reference to the Cambridge City Council Disability Panel.</p>	<p>Part b of the policy now includes reference to meeting the needs of disabled people as part of street and other movement routes design.</p> <p>Part c now includes wording to clarify that NEC should link seamlessly with ‘its surroundings’.</p> <p>Part d now requires shading of active travel routes by trees and vegetation and the need for ‘low ambient noise levels’ for public and private spaces are achieved.</p> <p>An important change to part f, identifies the need to be able to ‘accommodate’ rather than ‘incorporate’ trees and other planting of appropriate scale to adjacent buildings and public realm. This is important because understanding the root zones and canopy space and other planting conditions is crucial to the long-term success of trees in the urban environment and links to new wording in part g of the policy.</p>
8: Open spaces for recreation and sport	Policy 8: Open Spaces for recreation and sport: The amendments to this policy increase the open space areas on site.	The increased open spaces areas on site reflect changes to the spatial framework. This means that it meets the needs of new housing provision and ensures

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Amendments require that informal open space and children’s open space be met on site in full.</p> <p>Amendments to policy for formal sport and food growing spaces to be met through a combination of on-site provision and contributions to off-site facilities.</p>	<p>that informal open space standards are being met on-site.</p> <p>The new policy wording ensures a range of approaches to delivering informal open space, children’s open space, formal sport, and requirements within the AAP boundary.</p> <p>Additional wording makes it clear that there is an expectation that opportunities for food growing spaces will also be provided.</p>
<p>9: Density, heights, scale and massing</p>	<p>Policy 9 Density, heights, scale and massing: The amendments to this policy are Criterion covering key themes related to heights, scale and massing and density.</p> <p>Added specific reference to Appendix F of the Cambridge Local Plan (2018) (or successor) as the basis for informing the assessment of proposals at North East Cambridge.</p> <p>Amendments to the following supporting figures to align with revised spatial framework have also been required to reflect the increase in Informal Open space</p>	<p>The new policy wording makes the policy more effective and clarifies the approach to density, heights, scale, and massing at NEC. It highlights the need to ensure that appropriate assessment of proposals is carried out to understand, and therefore help mitigate, impacts on Cambridge including the Historic core, heritage assets, key approaches, and key characteristics. These are identified as key criteria covering key themes related to heights, scale and massing and density.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>provision, a reduction in building heights and reduction in net residential densities:</p> <p>Figure 19: Open space network to be created by Area Action Plan.</p> <p>Figure 21: Building heights considered suitable for North East Cambridge.</p> <p>Figure 23: Residential densities considered suitable for North East Cambridge.</p>	
<p>10a: North East Cambridge Centres</p>	<p>Policy 10a: North East Cambridge Centres. The amendments to this policy change the retail unit maximum size from 50m² to 110m² net, to 50m to 150m² gross.</p> <p>The amendments to policy also include reference to opportunities for indoor sport and outdoor leisure;</p> <p>With regard to biodiversity and greenspace add reference to opportunities to bring people closer to nature;</p>	<p>The new policy wording reflects changes to district centres plays in NEC and readdresses the balance between employment, community, and cultural and residential numbers. The amendments reflect the changes to the spatial framework, and opportunities these centres provide.</p> <p>The changes also reflect the innovative ways sport and leisure can be delivered in the centre and also emphasises the importance of maintaining biodiversity and tree coverage along the First Public Drain.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).	
Policy 10b: District Centre	<p>Policy 10b: District Centre. The amendments reflect the revised development numbers and provide clarification.</p> <p>Amendments include reference to supporting the day to day needs of people living and working within and adjacent to NEC.</p> <p>Added further policy requirements and guidance to ensure that the District Centre will protect valuable biodiversity assets within and around the First Public Drain on Cowley Road.</p> <p>Clarification regarding requirements for the Public square, including that it should be of a size and layout appropriate to accommodate public gatherings, informal and formal uses, and larger one-off events.</p> <p>Amendments to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).</p>	<p>The new policy wording reflects changes to the NEC Spatial Framework as well as the revised development numbers, and amendments to provide clarification.</p> <p>With regard to mix of uses, include indoor and rooftop sports and leisure, and health, new policy wording emphasises supporting the day to day needs of people living and working within and adjacent to NEC.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
<p>10c: Science Park Local Centre</p>	<p>Policy 10c: Science Park Local Centre: The amendments to this policy change the indicative development capacity numbers.</p> <p>The other main changes are:</p> <p>Additional flexibility for residential to be delivered in the local centre above ground floor level.</p> <p>Additional wording to ensure that the new centre enhances the existing junction at King’s Hedges Road and creates a safe and comfortable place for people to cross, use the Guided Busway and enter this part of the AAP area.</p> <p>Clarification that the open space to the east of the Local Centre should be available for public use.</p> <p>The Policy has also been updated to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).</p>	<p>The policy wording has been amended to reflect changes to the revised development numbers of the AAP. The changes to the policy provide greater emphasis on the role that the Guided Busway has in delivering sustainable travel to the Regional College, Local Centre, and Cambridge Science Park.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
<p>10d: Station Approach</p>	<p>Policy 10d: Station Approach: The amendments to this policy change the indicative development capacity numbers.</p> <p>Amendments to policy also include:</p> <p>Changes to criteria include the introduction of a car barn for Cambridge North Station.</p> <p>Clarification of wording for Cambridge North Station, including and reflecting the fact that although CAM is no longer proposed.</p> <p>Clarification that the Local Centre should provide linkages to adjacent areas of open space.</p> <p>Removal of specific reference to taking the First Public Drain out of culvert.</p> <p>Inclusion of heritage in the issues to be considered.</p>	<p>Changes to the policy wording reflect the role the Station Approach plays in NEC and readdresses the balance between employment and community numbers. Greater emphasis is place on ensuring legibility, good quality public realm and sustainable connectivity to the area.</p> <p>The addition of ‘car barn’ to the acceptable land uses list, to consolidate existing Cambridge North Station car parking. Also supporting text clarifies that there should not be an uplift in parking provision to serve the station.</p> <p>Clarification that development should improve the arrival experience from Cambridge North Station including from the adjacent residential community of North Chesterton and reflecting the fact that although CAM is no longer proposed, it continues to be important to deliver a transport hub in this area.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>The Policy has been updated to reflect the changes to the amount of development across the AAP area as well as changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).</p>	
<p>10e: Cowley Road and Greenway Local Centre</p>	<p>Policy 10e: Cowley Road and Greenway Local Centre: The amendments to this policy change the indicative development capacity numbers.</p> <p>Other amendments to the policy include:</p> <p>Cowley Road Neighbourhood Centre changed to a Local Centre, and an additional new Greenway Local Centre added.</p> <p>Requirement for a Primary School at Cowley Road Local Centre and land safeguarded for a Primary School at Greenway Local Centre if required, with the safeguarding for a secondary school removed.</p> <p>Clarification and amendments to design requirements at each centre, including connections to open space and adjoining areas.</p>	<p>Changes to the policy reflect the role the Cowley Road and Greenway Local Centre plays in NEC and readdresses the balance between employment, community, and cultural and residential numbers.</p> <p>More emphasis is placed on design requirements including, design mitigation around environmental pollution and better internal movement and accessibility between Cowley Road and the Science Park.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).</p>	
<p>11: Housing design standards</p>	<p>Policy 11 Housing design standards: The amendments to this policy are:</p> <p>Amended standards regarding provision for accessible homes to 5% of homes need to meet M4(3) with 95% meeting M4(2) accessibility standards.</p> <p>Clarifications to improve implementation of the policy, including additional detail on ensuring dwellings provide good living environments, addressing noise issues and overheating, and that private outdoor space cannot be delivered in the form of communal space.</p>	<p>The new policy wording includes more detail on improving liveability by emphasising policy regarding separation of bedrooms and habitable homes to have regard to adequacy of any measures to prevent noise transference.</p> <p>Allowance has also been made for a portion of new housing in NEC to be wheelchair user/or easily adaptable to ensure people can stay in their homes for longer, reflecting new evidence regarding housing needs.</p>
<p>12a: Business</p>	<p>Policy 12a: Business: The amendments to this policy reduce the amount of employment floorspace identified within the policy from 234,500m² to 188,500m² net additional business (Class E(g)).</p> <p>The policy amendments also include:</p>	<p>Reflect the latest employment evidence (Employment Impact Assessment) and readdress the balance between jobs and homes NEC. The amount of commercial floorspace set out in the NEC AAP has been reduced to improve the balance of homes and jobs across the AAP area as well as help to deliver the trip budget for North East Cambridge.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Changes to wording regarding the replacement of employment floorspace from Nuffield Road and Cowley Road Industrial Estates as part of Cowley Road Industrial Estate.</p> <p>Amendments to clarify that development proposals which exceed the amount of floorspace set out in the policy would need to demonstrate that it will not have an adverse impact on the AAP area and the wider delivery of the Plan and accompanied by an employment impact assessment.</p> <p>Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).</p>	<p>Nevertheless, the role and importance of employment uses within this area is still recognised and future growth will continue to be supported in a coordinated and comprehensive way through the AAP.</p> <p>The employment floorspace at Nuffield Road and Cowley Road Industrial Estates will need to be replaced as part of the comprehensive redevelopment of Cowley Road Industrial Estate to create a mix of employment types as well as support the proposed industrial uses. This relates to the re-provision of equivalent floorspace not specific companies or tenants.</p>
12b: Industry, storage and distribution	<p>Policy 12b: Industry, storage and distribution: The amendments to this policy include changes to floorspace levels that reflect the findings of the NEC Commercial Advice and Relocation Strategy. Other changes include:</p> <p>Restructuring of policy to include action titled 'principles for industrial development'.</p>	<p>New policy reflects the need to ensure that floorspace levels reflect the findings of the NEC Commercial Advice and Relocation Strategy. The wording emphasises how this provides an essential service to the local job market and economy for greater Cambridge and beyond.</p> <p>The introduction of the requirement to ensure the design and siting of development proposals helps to mitigate impacts to the Aggregates Yard and the relocated Waste</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Clarification regarding the policy requirement to re-provide industrial and warehousing/storage floorspace and its role in providing a buffer to the aggregates railheads.</p> <p>Additional requirement to ensure that design and siting of development provides an appropriate mitigation buffer around the Aggregates Yard and relocated Waste Recycling Transfer Station to create satisfactory levels of amenity for sensitive adjacent uses and spaces, and to relocate the existing bus depot on Cowley Road to an off-site location to facilitate the proposed redevelopment of Cowley Road Industrial Estate.</p> <p>Amended the size of small delivery and consolidation hubs in line with Policy 20 of the AAP.</p> <p>Amendments to guidance regarding the forms of consolidation.</p> <p>Additions to policy background regarding affordable workspace with regard to overall scheme viability.</p>	<p>Recycling Transfer Station to create satisfactory levels of amenity for sensitive adjacent uses and spaces.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	Additional policy background text regarding relocation of businesses.	
13a: Housing	<p>Policy 13a Housing: The amendments to this policy include changes to the overall housing quantum including individual parcels from up to 8,000 to approx. 8,350.</p> <p>The amendments to housing quantum reflect the revised anticipated housing capacity resulting from the updated spatial framework, and to clarify that the anticipated number of homes both across the AAP area and referred to for each parcel are indicative.</p> <p>Amendments to make the policy more effective, including clarification that the provision of homes including specialist housing needs to respond to a broad range of needs.</p>	The new policy reflects the latest revisions to the updated Spatial Framework that addresses the balance between homes and jobs according to latest evidence and revised development capacity consideration and ensures all informal open space requirements can be met on site.
13b: Affordable housing	<p>Policy 13b: Affordable Housing: The amendments to this policy include changes to the Affordable housing tenure mix (intermediate, social and affordable rent and first homes).</p> <p>The policy also includes a criterion to consider Affordable Housing Layout in the context of clustering and distribution.</p>	The new policy wording has been added to make it more effective and uses latest evidence regarding the mix and tenure of affordable housing products to meet the required need. The Councils have assessed the viability of requiring 40% affordable homes across the whole of the development, while taking account of other policy requirements.

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>References to the Councils' Housing Strategy, including in relation to setting affordable rents, and clustering and distribution of affordable housing;</p> <p>Viability should be considered in accordance with NPPF (2021) paragraph 58.</p>	<p>The new policy wording also places emphasis on affordable living costs and identifies other policy considerations to be made alongside affordable housing including energy and infrastructure and sustainable connectivity policies.</p>
<p>13c: Build to Rent</p>	<p>Policy 13c Build to Rent: The amendments to this policy include the removal of a maximum anticipated delivery of 800 Build to Rent units across the NEC area, and instead use the figure of 10% of the total permitted.</p> <p>Other amendments to policy include:</p> <p>Additional requirement added that any Build to Rent developments should meet the requirements as set out in the Greater Cambridge Housing Strategy Annexe 9: Build to Rent (2021) or successor documents.</p> <p>Clarification that homes must meet the accessibility and internal and external space standards set out in Policy 11: Housing design standards.</p> <p>Additional requirement that any rent review provisions are to be made clear to the tenant before a tenancy</p>	<p>The policy has been restructured and additional detail added to make it more effective.</p> <p>Since the publication of the draft AAP, the Councils have published several evidence base studies relating to Build to Rent, and the Councils have approved Annexe 9 to the Greater Cambridge Housing Strategy 2019-2023 which provides additional detailed guidance on the Councils' requirements for new Build to Rent developments. The policy and its supporting text have been updated so that they are consistent with the recommendations from the studies and the policy set out in Annexe 9.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	agreement is signed, including any annual increases which should always be formula-linked.	
13d: Housing for local workers	Policy 13d: Housing for local workers: Amendments to provide clarity regarding the Councils intentions relating to the provision of homes for local workers, and the requirements for these homes within the AAP area.	The AAP does not set out a specific definition for a local worker, but it is considered broadly to be someone that serves the residents and businesses of Greater Cambridge, and the eligibility criteria for each development within the AAP area should be agreed through a legal agreement and / or Local Lettings Plan.
13e: Custom build housing	<p>Policy 13e: Custom build housing. Amendments to policy to change requirements, increased from 2% to 5% of all new homes on developments of 20 dwellings or more within the AAP area to be brought forward as self or custom build homes.</p> <p>Other amendments include:</p> <p>Clarification that after an appropriate marketing period any self or custom build homes not taken up can be delivered without the requirement.</p>	<p>The policy wording has been amended to emphasise the need for NEC to contribute towards provision of self and custom build homes.</p> <p>In light of the demand from the Councils Self and Custom Build Register, the recommendations set out in the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, 2021), and comments received on the draft AAP, the Councils have revised the policy to require 5% of all new homes on developments of 20 dwellings or more within the AAP area to be brought forward as self or custom build homes. These homes could be either self or custom build, however given the high density of development planned for North</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	The policy and supporting text have also been updated to clarify that community led self or custom build developments will be supported.	East Cambridge it is expected that they will be provided as custom build or custom finish homes.
13f: Short term/corporate lets and visitor accommodation	Policy 13f: Short term/corporate lets and visitor accommodation. Amendments to the policy include changes to policy and supporting text to improve its effectiveness, including that conversion of existing residential uses to visitor accommodation must also consider cumulative impacts on a local area's character or community cohesion.	The policy wording has been amended to improve effectiveness. The policy is in place to ensure that the provision of visitor accommodation and short term lets does not prejudice the creation of a balanced and mixed community. The policy seeks to provide a framework to ensure issues can be appropriately considered when planning applications are being considered.
14: Social, community and cultural infrastructure	<p>Policy 14 Social, community and cultural infrastructure: The amendments to this policy include:</p> <p>Amendments to make the policy more effective including to require timely delivery to support needs for a range of users, and requirement for early engagement with infrastructure providers.</p> <p>The removal of the requirement to safeguard land for a secondary school with additional wording for safeguarding of a third primary school.</p>	<p>The new policy wording reflects changes to the revised development numbers and has been evidenced through further consultation with the local education authority. This evidence has demonstrated that there is not a need for a new secondary school at NEC and contributions can be made towards existing secondary education at existing schools. Additionally, to support the day to day living needs of those living, working, and visiting the area, safeguarding for a primary school have been added.</p> <p>Further evidence has also shown that updated demographic forecasting for NEC has identified amendments for indoor and outdoor sports and</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>The inclusion of formal outdoor sports courts provision standard (including a 5-court sports hall).</p> <p>Requirement for development proposals to provide for 0.1ha of outdoor formal sports hall per 1,000 people as well as the submission of a Sports Facilities Strategy.</p> <p>Updates to the range of on-site social and community infrastructure.</p> <p>Additional information regarding on-site provision of a health hub in the supporting text.</p>	<p>recreation requirements to benefit the health and wellbeing of the new and existing local communities.</p>
<p>15: Shops and local services</p>	<p>Policy 15: Shops and local services. The amendments to policy include:</p> <p>Updates to the retail capacity of planned centres.</p> <p>Additional text to clarify that a retail impact assessment may be required below the threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby existing or planned North East Cambridge centres within the catchment of the proposal.</p>	<p>The policy wording has been amended to reflect further detailed analysis of the retail need and implications of the revised Use Classes which were last updated on 1 September 2020 (at the time of producing this document). As such, the revised NEC Retail Statement elaborates in much greater detail about the retail need for NEC and how this can be delivered in accordance with the area’s vision. These centres, providing a range of shops and services will help support the area’s ambition to be as self-sufficient as possible, reducing the need for residents to travel as well as supporting people who work and study in the area.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Clarification regarding the withdrawal of permitted development rights regarding change of use.</p> <p>Clarification in the policy and supporting text regarding takeaways and betting shops, which limit the overall amount of provision and ensure they do not become dominant uses and are sited away from school entrances.</p> <p>Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).</p>	<p>In terms of the amount of retail proposed, there is a slight overall increase of approximately from 7,100 to 7,300. Revised proposed locations for the proposed centres and the introduction of an additional centre. As the primary schools at North East Cambridge are located within the District and Local Centres, it is not feasible to create takeaway exclusion zones around the schools, but additional policy wording and supporting text have been added, regarding takeaways and betting shops, which limit the overall amount of provision and ensure they do not become dominant uses and are sited away from school entrances.</p>
<p>16: Sustainable Connectivity</p>	<p>Policy 16: Sustainable Connectivity: The amendments to this policy require developments to facilitate travel by active and sustainable modes within and across the wider area, either through on-site provision or through planning obligations.</p> <p>Amendments also include:</p> <p>The design of non-motorised motorised user routes within the site and the wider connections will ensure they are safe for all users of all abilities and there will</p>	<p>The new policy wording has been proposed to improve its effectiveness and clarity, including ensuring the capacity, quality and design of non-motorised user routes can accommodate higher numbers and future growth of users, and their design will ensure they are safe at all times and for all users. (Similar changes have also been incorporated in Policy 17: Connecting to the wider network, which addresses the wider connections.)</p> <p>Further clarity is provided to be clear a site-wide approach is needed to reduce car trips and parking in</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>be sufficient capacity to accommodate the higher number of users anticipated.</p> <p>Include electric car clubs in the list of innovative and flexible solutions aimed at reducing car ownership and use on site.</p> <p>Additional supporting text to ensure the design of non-motorised routes caters for the accessibility needs of people with more specific requirements, including the disabled, and to reference Government guidance in LTN 1/20.</p> <p>Amendment to the supporting text to encourage no- or ultra-low emission vehicles, through provision of supporting charging infrastructure.</p> <p>Amendment to the supporting text to clarify that a site-wide approach is needed to reduce car trips and car parking in order to achieve the mode share away from motor vehicles in accordance with Policy 22.</p>	<p>accordance with Policy 22: Managing Motorised Vehicles.</p> <p>To ensure consistency with other Connectivity policies, additional changes have been made to the policy by including reference to electric car clubs in the list of innovative solutions aimed at reducing car ownership and use on site (provision is made for their storage and charging in Policy 21: Street Hierarchy), and to the supporting text to encourage no- or ultra-low emission vehicles, through provision of supporting charging infrastructure (Policy 21: Street Hierarchy and Policy 22: Managing Motorised Vehicles make provision for electric vehicle charging).</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
<p>17: Connecting to the wider network</p>	<p>Policy 17: Connecting to the wider network: Amendments to the policy include:</p> <p>Policy amendment to refer to non-motorised users rather than pedestrians and cyclists.</p> <p>Policy amendment with regard to crossing the Guided Busway to reflect powers under which it was delivered to strike a more appropriate balance between the challenges that exist in doing this and the aspiration to open out the frontages of the site.</p>	<p>Policy 17 wording has been amended to improve the effectiveness, including ensuring the capacity of non-motorised user routes can accommodate higher numbers and future growth of users, and to clarify that non-motorised users includes equestrians as well as pedestrians and cyclists.</p> <p>Further clarity is provided on the aspirations and challenges for determining the most appropriate crossings on Milton Road and addressing crossing of the Guided Busway. To ensure consistency with Policy 19: Safeguarding for Public Transport additional supporting text has been included on the provision of mobility hubs to enable seamless interchange between public transport and active modes and the need to ensure improved access to Cambridge North Station.</p>
<p>18: Cycle and Micro-mobility Parking</p>	<p>Policy 18: Cycle and Micro-mobility Parking: The amendments to this policy include:</p> <p>Policy renamed Cycle and Micro-mobility Parking.</p> <p>Policy requirement firmed up to require cycle provision in excess of the Cambridge Local Plan standards, at mobility hubs and key locations within the development, and also ensure it accommodates non-</p>	<p>Changes to the draft policy have been proposed to broaden the policy scope to include other mobility options such as micro-mobility and mobility scooters, for consistency with Policy 16: Sustainable Connectivity, and to improve its effectiveness, including through requiring provision in excess of the Cambridge Local Plan standards to reflect the higher anticipated usage.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>standard cycles, in order to ensure that sufficient cycle parking is provided in the right places to serve the development.</p> <p>Amendment to supporting text to reflect the need to store and charge micro-mobility options which are increasingly popular, and mobility scooters, for consistency with Policy 16: Sustainable Connectivity.</p> <p>Amendment to supporting text to add clarity to ensure that cycle parking is available from the outset and during all stages of the development, including provision alongside temporary meanwhile uses.</p> <p>Amendment to supporting text to add clarity to be clear the design of cycle and micro-mobility parking needs to be fully inclusive to everyone, address personal safety at all times of day, and ensure there is sufficient space for storing accessories with cycles. Reference has been added to the latest national guidance in Local Transport Note 1/20.</p>	<p>A requirement for cycle parking to be provided at a range of locations throughout the AAP area, including at mobility hubs and at public spaces and facilities. The supporting text has been amended to clarify that cycle parking must be available from the outset and in conjunction with meanwhile uses, and that provision for all types of parking (including storage and charging facilities) needs to be designed to be safe and fully inclusive to everyone and designed into the public realm.</p>
19: Safeguarding for Public Transport	Policy 19 Safeguarding for Public Transport: The amendments to this policy are:	The policy changes have been proposed to improve its effectiveness, including safeguarding land for Cambridge North station as a major multi-modal

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>References to the CAM have been removed from the policy and supporting text, replaced by policy requirement to safeguard land at Cambridge North Interchange to facilitate the delivery of a quality interchange and enable it to respond to future needs.</p> <p>Policy requirement for a site-wide approach to incorporating mobility hubs at key locations to enable seamless interchange between public transport and sustainable modes.</p> <p>Policy requirement for the design of the interchange and mobility hubs to be tailored to the location, having regard to the role, function, and use.</p> <p>Policy requirement for the design to incorporate flexibility to enable adaptation over time to be responsive to emerging trends, technologies, and travel habits.</p> <p>Amendment to supporting text to update on planned public transport improvements serving the AAP area.</p> <p>Amendment to supporting text to elaborate on the policy changes, around the design and function of the</p>	<p>interchange and gateway to the AAP area, and all references to CAM have been removed.</p> <p>A requirement for a site-wide approach to incorporating mobility hubs at key locations to enable seamless interchange between public transport and sustainable modes. Further clarity is provided to be clear that the design and operation of the interchange and mobility hubs should be tailored to location, and to be flexible and future proof.</p> <p>The supporting text has been amended to remove references to CAM and provide an update on CPCA and GCP planned public transport improvements.</p> <p>Additional supporting text is provided to elaborate on the policy changes, around the design and function of the mobility hubs and the facilities which should be provided to enable seamless multi-modal journeys.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>mobility hubs and the facilities which should be provided to enable seamless multi-modal journeys.</p>	
<p>20: Last mile deliveries</p>	<p>Policy 20: Last mile deliveries: The amendments to the policy are:</p> <p>Policy requirement that the design and operation of the delivery and consolidation hubs should not impact on the safety of other road users, by ensuring sufficient space for vehicles to manoeuvre and load / unload without obstructing pavements, cycleways, and vehicular traffic. Similarly, that loading/drop off bays close to business and residential properties should be integrated into the design of the public realm in accordance with Policy 21 Street Hierarchy.</p> <p>Additional policy requirement for a Delivery and Service Plan to be submitted to demonstrate how delivery and consolidation hubs will serve the development.</p> <p>Amendment to supporting text to elaborate on the innovative solutions which could be considered, to include secure lockers, including refrigerated units, which could be integrated throughout the development in locations such as the district and local centres.</p>	<p>The changes to policy wording have been proposed to improve its effectiveness, including addressing space for delivery traffic, and clarity regarding how they should be implemented. Further clarity is provided to be clear that the design and operation of the delivery and consolidation hubs should not impact on the safety of other road users, by ensuring sufficient space for vehicles to manoeuvre and load / unload without obstructing pavements, cycleways, and vehicular traffic.</p> <p>Similarly, that loading/drop off bays close to business and residential properties should be integrated into the design of the public realm in accordance with Policy 21 Street Hierarchy. A requirement for a Delivery and Service Plan to demonstrate how delivery and consolidation hubs will serve the development and reduce vehicle trips has been added to ensure they are effective in securing the reductions in vehicle trips sought.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
<p>21: Street hierarchy</p>	<p>Policy 21: Street hierarchy: Policy amendments include:</p> <p>Policy requirement that non-motorised users will be given priority at as well as across junctions.</p> <p>Policy requirement for Primary Streets to be designed to give priority to public and community transport.</p> <p>Policy requirement for Primary Streets to be designed to accommodate speeds below 20 mph.</p> <p>Amendment to supporting text to clarify that all streets should be designed to feel safe and aim to make it more convenient and faster to walk and cycle than drive. Reference has been added to Local Transport Note 1/20.</p> <p>Amendment to supporting text to clarify priority will be provided to public transport over non-essential traffic.</p>	<p>The changes to policy wording have been proposed to provide clarity that Primary Streets should be designed to give priority non-motorised user at junctions in addition to across junctions, priority should be provided to public and community transport over non-essential traffic to minimise the chance of delays and, consistent with Secondary Streets, be designed to accommodate speeds below 20mph.</p> <p>The supporting text has been amended to reflect the overarching aim of making it more convenient and faster to walk or cycle than drive, and to ensure public transport has greater priority than non-essential traffic.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
<p>22: Managing motorised vehicles</p>	<p>Policy 22: Managing motorised vehicles: Amendments to the policy are:</p> <p>Requirement for the High Level Transport Strategy prepared by the main NEC landowners to demonstrate the deliverability and achievability of the scale of development within the trip budget is kept under review.</p> <p>Policy amendment on electric charging points to require a management strategy for communal charge points, ensure appropriate provision is made for different vehicles, cycles, and other micro-mobility modes, and that they are designed into the public realm, delivery / servicing areas and existing parking areas.</p> <p>Policy requirement for a monitoring strategy to ensure compliance with the trip budget and car parking provision.</p> <p>Additional supporting text to provide an update on civil parking enforcement in South Cambridgeshire to address any parking displacement.</p>	<p>Changes to the draft policy have been proposed to improve its effectiveness, including a requirement to keep the High Level Transport Strategy (prepared to demonstrate the trip budget is achievable based on the delivery of site-specific, local, and strategic interventions alongside the phasing of development) under review as development progresses.</p> <p>A requirement is added for a monitoring strategy to be secured to monitor delivery of the trip budget and car parking to ensure the development is not impacting on the wider area.</p> <p>Additional supporting text provides an update on the proposed application for civil parking enforcement within South Cambridgeshire which will provide greater leverage to control any undesirable parking displacement.</p> <p>Further changes to the draft policy have sought to provide clarity on how electric charging provision for all types of vehicles should be designed into the public realm. Additional supporting text is included on encouraging a transition to electric vehicles.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Additional supporting text on supporting the transition to electric vehicles through the provision of electric charging points.</p> <p>Additional appendix added to the AAP to explain how the trip budget has been derived, apportioned, and how the recommended parking levels were established.</p>	
<p>23: Comprehensive and Coordinated Development</p>	<p>Policy 23: Comprehensive and Coordinated Development: Amendments to the policy are:</p> <p>Additional references added to public transport, active travel, community facilities, and Green Infrastructure;</p> <p>Additional requirement for applications to demonstrate how they will support the delivery of a new community, including demonstrating how early residents will be supported through community development;</p> <p>Additional reference to contributing to a coherent green infrastructure network;</p> <p>Additional reference to demonstrating health and wellbeing impacts have been fully considered and accommodated for through design of the development and evidenced through the submission of a Health Impact Assessment;</p>	<p>The new policy wording improves the effectiveness of the policy by making reference to facilities and green networks that will benefit the day to day needs of new and emerging communities. The requirement for submissions of a Health Impact Assessment clarifies the importance of demonstrating the health and wellbeing impacts of the design.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

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	<p>Additional reference included to capture the requirement to engage all parties affected by a proposal;</p> <p>Additional requirement that should development proposals depart significantly from the development assumptions that have informed the site capacities and infrastructure requirements, they will need to be accompanied by an assessment of the implications for social and physical infrastructure provision, including triggers for delivery.</p>	
24a: Land Assembly	No significant changes.	<p>Policy 24a wording has not been significantly changed. It already addresses the circumstances for displacement of existing businesses as a result of the need to consolidate and intensify industrial floorspace into Cowley Road Industrial Estate and the northern portion of the Chesterton Sidings area. This includes the support the Councils will provide to existing occupiers to identify find suitable alternative sites.</p> <p>Where landowners or developers are able to bring forward sites for redevelopment in accordance with the policies and proposals of the AAP it will not be necessary to call upon this policy. Rather, the policy only provides for those circumstances where a site or sites are important in achieving the delivery of the spatial strategy and usual market processes have failed to bring</p>

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		them forward, or where land assembly may be the best means to secure the proper planning for place – such as delivery of strategic infrastructure in the right place at the right time.
24b: Relocation	<p>Addition to Policy 12b to include reference to the support the Councils will give to occupiers that may be displaced.</p> <p>Amendments to Policy 24b clarify the intention to protect the existing industrial floorspace and not the existing use of the current occupier.</p> <p>Additional guidance added to Policy 24b around specific existing safeguarded or protected uses, the preference that these are relocated off-site, and if required, interim arrangements.</p>	Policy 24b now provides specific guidance on a number of existing protected or safeguarded uses. These include the Waste Transfer Station, the Bus Depot, and Aggregates Railheads located within or around Cowley Road Industrial Area. The preference in the AAP is to see these uses relocated to suitable off-site locations to deliver upon the spatial framework being promoted through the AAP but recognises this process may take time and require interim measures.
25: Environmental Protection	<p>Policy 25 Environmental Protection: The amendments to this policy are:</p> <p>Amendments to the policy wording to improve effectiveness. Removal of reference to the noise barrier.</p>	<p>The new policy wording improves effectiveness of the policy. The amendments remove reference to the A14 noise barrier as it is addressed by other policies.</p> <p>The new references to the supporting text also help to highlight the requirements regarding sensitive uses.</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

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	<p>Additional references added to the supporting text to highlight national policy requirements regarding sensitive uses.</p> <p>Amendment to the supporting text to clarify that where noise barriers have been implemented, the effectiveness of these should form part of any noise assessment.</p>	
26: Aggregates and waste sites	<p>Policy 26: Aggregates and waste sites:</p> <p>Amendments to policy to require the Waste Transfer Station to be relocated to a site adjacent to the Aggregates Railheads within the Cowley Road Industrial Estate.</p> <p>Amendments which add further information on the acceptable environmental standards that will be needed to address the negative impacts of the aggregates railheads.</p>	<p>As the Waste Transfer Station is likely to be relocated within the buffer for the aggregates railheads, more detail on this move and how it will be secured, has been included within the policy.</p> <p>Further information on the acceptable environmental standards that will be needed to address the negative impacts of the aggregates railheads have also been added to the policy.</p>
27: Planning Contributions	<p>Policy 27: Planning Contributions: Amendments to infrastructure section to make the policy more effective.</p> <p>Changes to the supporting text to clarify infrastructure requirements and their implementation.</p>	<p>The amendments provide clarity of the importance of seeking the appropriate delivery of infrastructure to support needs generated by development is acknowledged.</p> <p>A number of comments were concerned with viability and the policy retains the ability to consider specific site</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
		<p>circumstances. The proposed submission AAP has been informed by a viability assessment, to demonstrate proposals are achievable.</p> <p>Amendments to the policy have been made to improve its effectiveness, providing greater clarity regarding how infrastructure and viability will be considered at the planning application stage.</p>
28: Meanwhile uses	<p>Policy 28: Meanwhile uses: Amendments have been made to improve the effectiveness of the policy, including the need to demonstrate that there will be no adverse impact on the existing or proposed neighbouring uses, transport network or environmental conditions, as well as the overall delivery of the Plan.</p>	<p>Policy 28 wording and its supporting text have been amended to reflect the importance of meanwhile uses contributing to the emerging identity of North East Cambridge when granted temporary planning permission. The text has also been updated to provide clarity for meanwhile use proposals and the need to demonstrate that there will be no adverse impact on the existing or proposed neighbouring uses, transport network or environmental conditions, as well as the overall delivery of the Plan.</p>
29: Employment and Training	<p>Policy 29: Employment and Training: The amendments to this policy are:</p> <p>Requirement for development proposed over 1000m² commercial floorspace or 20 dwellings now requiring Employment and Skills Plan (ESP);</p>	<p>The new policy wording has been added to make the policy more effective. The Employment & Skills Plan is a tool which sets out a commitment by the developer to provide employment and skills opportunities, including for example the employment of apprentices and the provision of careers advice to schools and colleges, during the construction phase of the development. The Council will assist in the preparation and implementation</p>

Appendix D Reasonable Alternatives Options and Why Preferred Options were Selected

Proposed Submission Area Action Plan Policy	Summary of changes made to the Draft AAP (Regulation 18) 2020 policy	Why the policy in the Proposed Submission AAP (2021) was selected in light of reasonable alternatives
	<p>Additional specific requirements that the ESP must address;</p> <p>Clarification that the ESP will be implemented through a section 106 agreement.</p>	<p>of the plans, along with key partners such as the County Council and Jobcentre Plus.</p>
<p>30: Digital Infrastructure and Open Innovation</p>	<p>Policy 30: Digital Infrastructure and Open Innovation: Amendment to this policy include:</p> <p>Requirement for early engagement with mobile network operators, support for small cell mobile technology, and inclusion of smart technology for waste management;</p> <p>Deletion of text regarding off grid energy and cooling (as these issues are addressed by other policies).</p>	<p>Policy 30 text has been amended to make the policy more effective. The changes are not considered material changes and clarify how the current approach will continue to integrate new digital infrastructure and open innovation into its development to meet wellbeing, environmental and economic objectives.</p>

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